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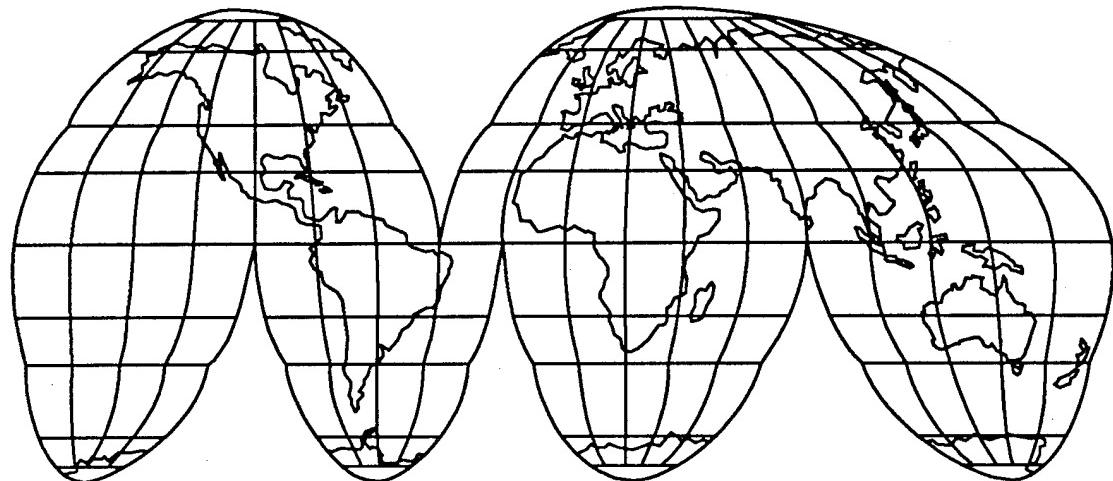


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Office of Civil Aviation Security



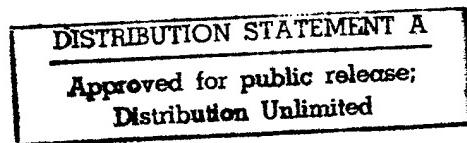
Criminal Acts Against Civil Aviation



1994

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TABLE OF CONTENTS

	Page
Foreword	1
1994 In Review	3
Geographic Overviews—Significant Criminal Acts Against Civil Aviation	
Asia	8
Central Eurasia	14
Europe	18
Latin America and the Caribbean	24
Middle East and North Africa	30
North America	36
Sub-Saharan Africa	40
Feature Articles	
Commandeering of Air France Flight 8969	46
Mortar Attacks at Heathrow Airport	49
Trends, 1990–1994	
Introduction	52
Hijackings of Civil Aviation Aircraft	54
Commandeerings of Civil Aviation Aircraft	56
Shootings At In-Flight Aircraft	57
Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft	59
Attacks at Airports	60
Off-Airport Facility Attacks	61
Incidents Involving General Aviation/Charter Aviation	63
Appendices and Charts	
Appendix A	
U.S.-Registered Air Carrier Hijacking Chronology 1990–1994	67
Appendix B	
Foreign-Registered Air Carrier Hijacking Chronology 1990–1994	69
Appendix C	
Explosions Aboard Aircraft Chronology 1990–1994	77

Table of Contents—Cont'd

	Page
Appendix D	
Chronology of Significant Criminal Acts Against Civil Aviation in 1994 By Date	79
Appendix E	
Chronology of Significant Criminal Acts Against Civil Aviation in 1994 By Category	81
Appendix F	
Total Incidents 1990–1994	85
Charts	89
Glossary	93

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FOREWORD

Since 1986, the Federal Aviation Administration's Office of Civil Aviation Security has been publishing an annual report entitled *Criminal Acts Against Civil Aviation*. This report is a compilation of criminal incidents against civil aviation aircraft and interests worldwide. As in last year's publication, the 1994 issue contains feature articles and geographic overviews. Incidents are summarized in the overviews, and the feature articles focus on specific aviation-related issues or case histories. There is also a section in which incidents are compared for the 5-year period, 1990 to 1994. Charts, graphs, and maps appear throughout the publication. **New to this year's edition is a Product Survey, which appears on the last page of the booklet. This questionnaire can be separated and returned.**

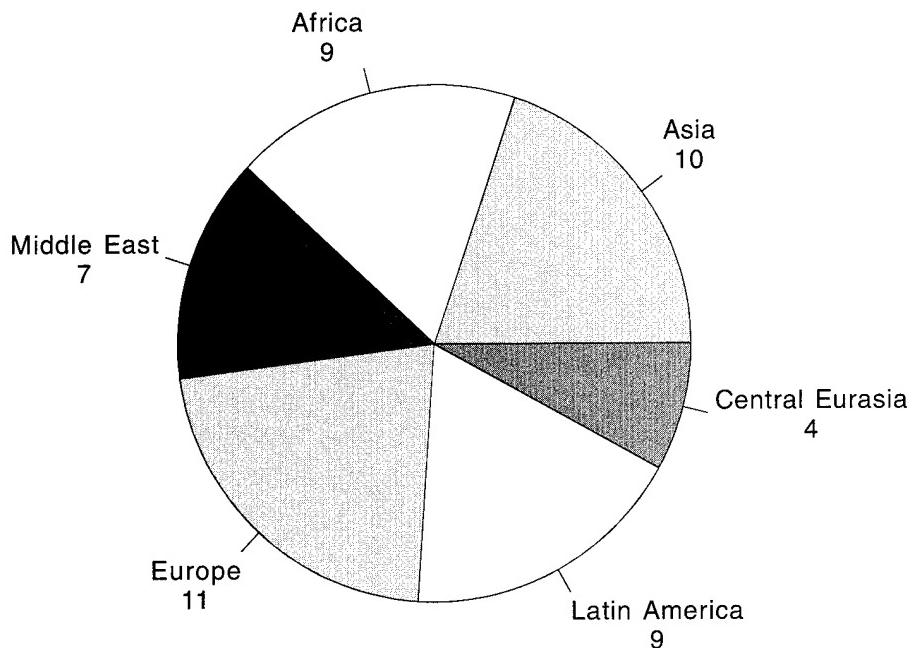
The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident, especially those occurring outside the United States, may not be available. While the FAA makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistics.

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1994 in Review



INCIDENTS AGAINST AVIATION - 1994 50 INCIDENTS

The number of reported criminal acts against civil aviation worldwide fell by more than 40% from 1993 to 1994. Fifty incidents were recorded in 1994, compared with 84 incidents in 1993. U.S. civil aviation interests were not involved in any incidents in 1994. Geographically, Asia and Central Eurasia experienced the greatest decrease in numbers of incidents in 1994, but Europe and North America also saw a decline. The totals for the Middle East, Latin America, and sub-Saharan Africa were little changed from 1993. In the most significant events of the year, explosive devices detonated on board two in-flight civil aviation aircraft. These were the first acts of this type recorded since 1989.

The number of incidents last year in **Asia** fell sharply from 1993. Ten incidents were recorded in 1994, compared with 31 the previous year—a 68% decrease. These ten incidents place Asia second among all geographic regions for most incidents during 1994. The primary reason for the decrease between 1993 and 1994 is that fewer hijackings and airport attacks were recorded. Seven incidents were reported in 1994, compared with 22 in 1993. Five hijackings were reported: four in China and one in India. Two of the hijacked Chinese planes diverted to Taiwan. Two airports—one in Pakistan,

one in Thailand—were also attacked. In Pakistan, Muslim separatists seized an airport before being attacked and driven off by government forces. In Thailand, a suspected incendiary device was found at Don Muang Airport. The most significant incident in the region was the detonation of an explosive device on board a Philippines Airlines flight to Tokyo, Japan. One person was killed when the device exploded under a seat in the economy section of the plane.

In **Central Eurasia**, four incidents were recorded in 1994—60% fewer than in 1993. The most serious incident in the region was an attempt to place an explosive device on a plane in Georgia. The device was to detonate while the plane was airborne. The attempt failed, however, when a passenger, who had been given luggage by another, could not then locate that person on the plane. In addition to this incident, two hijackings and a commandeering were recorded. One hijacker demanded money but killed himself when he faced capture; in the other incident, the hijacker was seeking political asylum. The individual who commanded a plane was seeking money. In 1994, there was no violence against civil aviation targets motivated by ethnic/separatist issues, as occurred in 1993.

Europe holds the distinction of having the most incidents in 1994 (11), although fewer incidents were recorded than in 1993 (16). In addition, for the first time since 1991, the majority of incidents in Europe were not airline office attacks. Six of the 11 incidents recorded were airport attacks, two were hijackings, and just one involved an airline office. Two incidents involved general aviation/charter aircraft. London's Heathrow Airport was the site of three attacks in 1994. The Provisional Irish Republican Army launched 12 mortar rounds at the airport on three separate occasions in March. In the other airport attacks, Frankfurt Airport in Germany was the site of two instances of vandalism/arson, and an explosive device was found at the airport in Alexandropolis, Greece. The two hijacking incidents involved a Meridiana flight out of Italy and a Scandinavian Airlines System (SAS) flight in Norway. The SAS hijacking was politically motivated: the hijacker wanted to bring publicity to the plight of the people in the Bosnian conflict. The two general aviation/charter aircraft incidents involved a hijacking and the destruction of an aircraft. Finally, the single airline office incident was an armed robbery at a Swiss Air office in Albania.

The nine incidents involving civil aviation recorded in **Latin America and the Caribbean** in 1994 is the same number as in 1993. The most significant incident during 1994 was the in-flight bombing of an Alas Chiricanas Airline aircraft in Panama. All 21 people on board the plane were killed. Four hijacking incidents were also recorded. One of these incidents was similar to past hijackings in which a plane was taken by either insurgents or narcotraffickers. Two of the other three hijackings involved the theft of money or gold; the third, political asylum. Insurgents are also believed responsible for most, if not all, of four airport attacks—bombings or attempted bombings—in Colombia.

The overall level of activity in the **Middle East and North Africa** in 1994 remained consistent with that of the two previous years, but there was a difference in the type of incidents. Of a total of seven incidents, six were hijackings. These six hijackings were the most for any geographic area in 1994 and the most in this region for the past several years. In the majority of cases, the hijackers were seeking political asylum. The other incident in the region, a commandeering, was also one of the more notable events of the year. This incident began in Algeria and ended 54 hours later in France when the four gunmen who had seized the plane were killed. One-third of the incidents in this region

in 1994 involved either Air Algerie aircraft or the country of Algeria. Two of the incidents—a hijacking and the commandeering—were related to Algeria's ongoing political turmoil.

In 1994, as was the case during the past several years, **North America** had the fewest incidents of any geographic region. In fact, for the first time since 1990, no incidents were recorded in the yearly statistics. Two incidents are summarized, however, that are not counted in statistics.

As in 1993, political and social conditions gave rise to the majority of the nine incidents that occurred in **sub-Saharan Africa**. Three Ethiopian Airlines aircraft were hijacked by persons seeking to escape the situation in Ethiopia. In Rwanda, the presidential aircraft was shot down, killing the president of the country and precipitating a bloody civil war. South Africa also was the site of two incidents, one of which—a bombing at the airport in Johannesburg—was committed by suspected right-wing militants.

In 1994, the total number of incidents against civil aviation declined for the third consecutive year. Though important, the significance of this as a possible trend should not be overestimated.

- Numbers of incidents alone do not determine how civil aviation has fared through the year. Is an airplane bombing, in which people are killed, the equivalent of an armed robbery at an airline ticket office in which there are no injuries? Statistically, yes; but in terms of significance, no.
- Diminishing frequency of incidents does not necessarily translate into fewer future attacks. When acts are committed for political or social reasons—and these reasons do not change—the threat of further attacks remains. The length of time that has passed since the most recent attack should not be viewed as the sole indicator of future threats.
- Some acts are committed for no other reason than the immediate, personal goals of the perpetrator(s). These acts comprise a significant part of criminally motivated incidents involving aviation. They introduce an element of randomness guaranteeing that numbers of incidents will fluctuate from year to year, even if all else remains constant.

It was proven in 1994 that civil aviation remains an important target. Two bombings of in-flight aircraft and a foiled third attempt show that aircraft remain vulnerable to this type of attack. The 23 hijackings and two commandeerings—half of all incidents for the year—show that this type of criminal act remains a threat. Individuals or groups continue to take hostages on aircraft for many reasons. Hostages may be used to gain political asylum, make political demands, or obtain money through theft or extortion. It does not follow from these statistics that civil aviation has become or will be a less tempting target.

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GEOGRAPHIC OVERVIEWS

SIGNIFICANT CRIMINAL ACTS

AGAINST

CIVIL AVIATION

ASIA



Incidents included in statistics: 10

Incidents not included in statistics: 1

Chronology

January 13	Hijacking—Indian Airlines	India
January 29	Hijacking—China East Airlines	China
February 18	Hijacking—China Southwest Airlines	China to Taiwan
March 23	Attempted Bombing—Don Muang Airport	Thailand
May 26	Charter Aviation—Hijacking—Garuda Airlines	Indonesia to Vietnam
June 7	Hijacking—China Southern Airlines	China to Taiwan
September 9	Shooting—Cessna Aircraft	Cambodia
November 3	Attack—Saidu Sharif Airport	Pakistan
December 11	Bombing—Philippines Airlines Aircraft	Philippines
December 12	Attack—Narita Airport Housing Complex	Japan *
December 23	Hijacking—Tongyong Airlines	China

* Incident Not Counted in Statistics

January 13, 1994—Hijacking—Indian Airlines—India

A 32-year-old Indian man attempted to hijack Indian Airlines Flight IC-995 during a flight from Madras to Calicut. Fifteen minutes after takeoff, the man went to the restroom and then emerged shouting and claiming that he had a bomb. The hijacker's demands were somewhat incoherent but included references to an Indian ban on tobacco and alcohol sales and India's rejection of the international General Agreement on Tariffs and Trade (GATT). The hijacker never entered the cockpit. The flight purser reportedly told the hijacker that Indian Prime Minister P.V. Narasimha Rao was flying to Calicut to negotiate with him; this seemed to calm the man down. The aircrew, however, diverted the aircraft to Bangalore and asked passengers to pull down their window shades in an effort to disguise the flight's true course. The hijacker surrendered to the flight purser upon landing and was arrested by local authorities. The "bomb" subsequently was found to be an empty plastic jug. There were no injuries to the 52 passengers and eight crew members.

January 29, 1994—Hijacking—China East Airlines—China

Two men hijacked China East Airlines Flight 5513 shortly after it took off from Shanghai on a domestic flight to Hanzhou. One man got up and threatened to blow up the aircraft unless he was flown to Taiwan. Meanwhile, the other hijacker watched the passengers in order to prevent any attempt to stop the hijacking. Instead of flying to Taiwan, however, the aircraft was flown to Hanzhou's Jianqiao Airport. The two hijackers were arrested after leaving the plane, thinking they were in Taiwan. On March 11, one hijacker was sentenced to life in prison, while his accomplice was sentenced to ten years.

February 18, 1994—Hijacking—China Southwest Airlines—China to Taiwan

A Chinese Southwest Airlines Boeing 737 (B-737) aircraft on a domestic flight from Changsha, Hunan Province, to Fuzhou, Fujian Province, was hijacked to Taiwan by a 36-year-old businessman who was accompanied by his wife, foster mother, and two children. The man, clothed in a riot policeman's uniform, was armed with a fruit knife. He also claimed to have an explosive device, but it was actually a Thermos cup containing tissue paper and wires. The hijacker burned a small piece of wire with his lighter, giving the impression that he was lighting the fuse of a bomb.

The hijacker demanded that the cockpit door be opened. While holding the chief flight attendant hostage, he gave the Captain a note demanding that the aircraft be flown to Taiwan or the plane would be destroyed. The hijacker kept a knife at the throat of the Captain while he flew to Taiwan. Upon arrival, the hijacker surrendered to local aviation police. The man was taken into custody, while his family was later returned to China with the passengers and crew. This was the first time Taiwan had forcibly repatriated a hijacker's family members not accused of air piracy. The hijacker later claimed that he hijacked the airliner because corrupt Chinese politicians had deterred his plan to set up a private enterprise and because his father had been previously tortured.

March 23, 1994—Attempted Bombing—Don Muang Airport—Thailand

A 16-year-old boy was arrested in connection with a suspected incendiary device found at Don Muang Airport in Bangkok. The boy, who was caught after leaving a box containing the device, said he had been paid to leave it at the airport. There are no further details.

May 26, 1994—Charter Aviation—Hijacking—Garuda Airlines—Indonesia to Vietnam

A Vietnamese asylum seeker returning to Vietnam from a refugee camp in Indonesia attempted to hijack a Garuda Airlines charter flight from Indonesia to Australia. Shortly after takeoff from Batam Airport, the would-be hijacker, one of 110 voluntary returnees aboard the flight, took out a shampoo bottle which he had filled with gasoline. The man began splashing gasoline near the door of the cockpit and threatened to set himself on fire unless the flight was diverted to Australia. A Garuda Airlines mechanic and other Vietnamese asylum seekers were able to overpower the man, and the flight to Vietnam continued uninterrupted. The man was taken into custody upon arrival in Vietnam.

June 7, 1994—Hijacking—China Southern Airlines—China to Taiwan

A Chinese male hijacked a China Southern Airlines B-737 aircraft with 139 persons aboard during a scheduled domestic flight from Fuzhou to Guangzhou. Once the flight was airborne, the hijacker grabbed the chief flight attendant and held a knife to her stomach. He then forced the woman to tell the Captain to divert the flight to Taiwan or the aircraft would be blown up. He claimed the bomb was held in the waist bag he was wearing. Another flight attendant pushed an alarm button and the Captain opened the cabin door, allowing the hijacker to force his way into the cockpit. The hijacker demanded that the flight be diverted to Taiwan or it would be destroyed. The aircraft was flown to Taipei, where the hijacker surrendered to authorities. The device which the hijacker claimed was a bomb was discovered to be a flashlight-shaped radio.

September 9, 1994—Shooting—Cessna Aircraft—Cambodia

A single-engine Cessna 206 aircraft, carrying a team of Malaysian surveyors conducting an aerial survey, was struck by groundfire over Kratie Province in eastern Cambodia. The Aviation Transfrontiers Air Service aircraft was flying at an altitude of approximately 980 feet when it was struck by two rounds. One of the Malaysians was killed. Khmer Rouge guerrillas, who are known to be based in the area, are suspects in the attack.

November 3, 1994—Attack—Saidu Sharif Airport—Pakistan

Approximately 100 militant Muslim activists seized control of the Saidu Sharif Airport in Pakistan's Northwest Frontier Province. The militants were armed with assault rifles and rocket-propelled grenades. They occupied the control tower and barricaded the runway. This caused Pakistan International Airlines to suspend flights. The activists belonged to the fundamentalist movement Tehrik Nifaz Shariat-i-Mohammed. This movement wants Islamic law (sharia) imposed in Malakand Divi-

sion, the militants' homeland. The airport attack was part of a larger rebellion to protest the government's failure to impose sharia.

On November 6, Pakistani paramilitary Frontier Corps troops freed the airport in an early morning battle. Five civilians and 10 security personnel, including nine paramilitary troops, were killed and at least 17 security personnel wounded in the battle. The number of casualties suffered by the militants is not known.

December 11, 1994—Bombing—Philippines Airlines Aircraft—Philippines

An explosive device detonated under a seat in the economy section of Philippines Airlines (PAL) Flight 434. The B-747-200 aircraft was en route from Manila to Tokyo, Japan, via Cebu, the Philippines. The plane, with 273 passengers and 20 crew members, made an emergency descent to 10,000 feet and landed safely at Naha, Okinawa. One passenger was killed in the explosion and six others were wounded. An anonymous caller claimed that Abu Sayyaf, a radical Islamic group based in the Philippines, was responsible for the bombing. Representatives of the group, however, denied responsibility, and no group members were arrested.



Damage Inside Cabin of Plane

In the weeks following the attack, a Manila apartment was found by authorities to be a terrorist bomb factory. Information developed from this find led to the arrests of several persons, including Ramzi Ahmed Yousef in Pakistan. Yousef, a suspect in the February 1993 bombing of the World Trade Center in New York City, was then extradited to the United States. It is alleged that Yousef placed the device on PAL 434, possibly as a test for other airplane bombings. He has been indicted for this act.

December 12, 1994—Attack—Narita Airport Housing Complex—Japan *

Radical leftists opposed to the expansion of the New Tokyo International Airport are believed responsible for an attack near the airport. Ten vehicles parked at an airport housing complex were destroyed. Investigators found remains of incendiary devices at the scene. There were no injuries.

December 23, 1994—Hijacking—Tongyong Airlines—China

A Chinese man hijacked a Tongyong Airlines YAK-42 aircraft during a domestic flight from Xiamen to Nanjing. The plane, with 53 passengers and 11 crew members, was over Fuzhou Province when the incident occurred. The hijacker threatened to ignite a bottle of gasoline unless the plane was diverted to Taiwan. While the plane was en route to Taiwan, the hijacker was knocked down and overpowered by passengers and crew. The aircraft returned to Xiamen, having never entered Taiwanese airspace, and the hijacker was arrested.

CENTRAL EURASIA



Incidents included in statistics: 4

Incidents not included in statistics: 0

Chronology

September 6	Attempted Bombing—Orbi Georgian Airways Aircraft	Georgia
October 25	Hijacking—Rostov Aviation Enterprises	Russia
October 27	Commandeering—Aeroflot	Turkmenistan to Russia
November 24	Hijacking—Komiavia	Russia to Estonia

September 6, 1994—Attempted Bombing—Orbi Georgian Aircraft—Georgia

An attempt was made to place an explosive device on board Orbi Georgian Airways Flight 936 from Tbilisi, Georgia, to Moscow, Russia. The device, hidden in luggage, consisted of approximately 11 pounds of plastic explosives in a metal container. A Russian military detonator and timer were inserted into the explosive material. The device was set to explode while the plane was airborne.

A passenger on the aircraft was asked by another individual to take his suitcase to avoid an excess baggage fee payment. When the passenger could not find the other person on the plane, he notified authorities. The suitcase was removed from the plane and searched, and the device was found and deactivated. The flight, with 150 passengers, was cancelled. It is not known who was responsible for this attempted bombing or whether the bomber had a political or criminal motivation.

October 25, 1994—Hijacking—Rostov Aviation Enterprises—Turkmenistan to Russia

Rostov Aviation Enterprises Flight D9-156 was hijacked while en route from Ashgabad, Turkmenistan, to Rostov, Russia, via Makhachkala, Russia. The hijacker claimed to have an explosive device. The pilot reported the incident shortly after the Yakovlev YAK-40 aircraft left Makhachkala following a scheduled intermediate stop. The plane, with 25 passengers, returned to Makhachkala. The hijacker refused to negotiate directly with authorities but used crew members as intermediaries. He demanded U.S. \$2 million and transport to Iran.

The hijacked aircraft landed at approximately 10:30 p.m. Some passengers were released shortly thereafter; however, additional hostages were not freed until approximately 2:00 p.m., October 26. By 6:00 p.m., all passengers had been released, and only the hijacker and two or three crew members remained on board. Part of the ransom—\$800,000—was paid in order to secure the release of these hostages. Shortly after midnight on October 27, they, too, were released. Near dawn, as security forces prepared to storm the aircraft, the hijacker detonated a home-made explosive device and killed himself. Although the plane was damaged, there were no other casualties or injuries. Passengers on the plane reported that the hijacker had a knife, a hand grenade with an exposed fuse, and a home-made explosive device (not further identified).

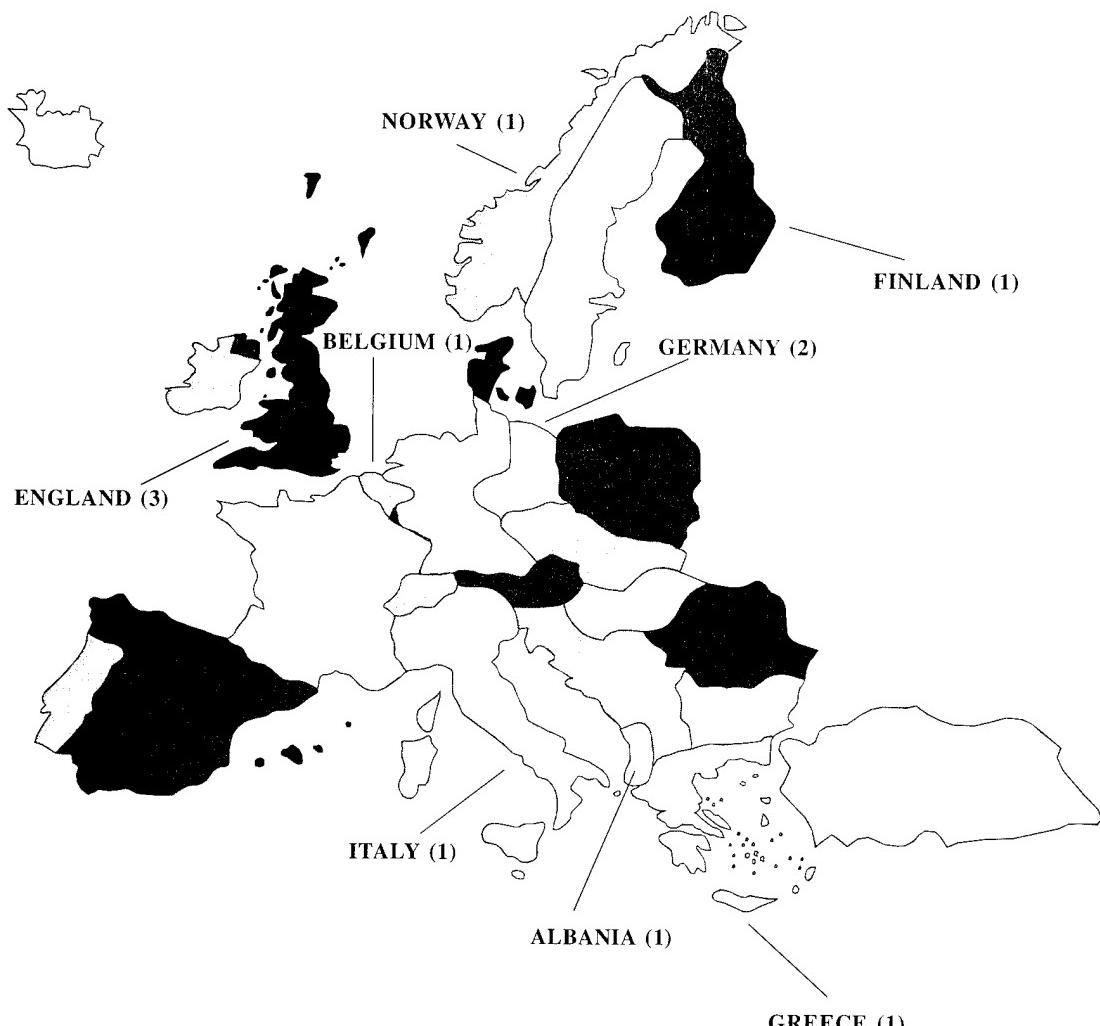
October 27, 1994—Commandeering—Aeroflot—Russia

A passenger claiming to have an explosive device seized control of an Aeroflot TU-154 aircraft at Moscow's Vnukova Airport. The incident occurred prior to the departure of the flight to Mineralnye Vody. The plane, with 164 passengers on board, was quickly surrounded by Russian security forces. The passenger made several demands: a ransom of \$2 million (U.S.), a pistol, and an English translator. The incident ended when the passenger, while talking to authorities, was struck on the head by the pilot and taken into custody. The passenger did not have an explosive device; there were no injuries.

November 24, 1994—Hijacking—Komiavia—Russia to Estonia

A Komiavia TU-134 aircraft was hijacked while en route from Syktyvkar, Russia, to Minsk, Belarus. Komiavia, a division of Aeroflot, is based at Syktyvkar, Komi Republic, Russia. The aircraft carried 61 passengers and nine crew members. The hijacker initially directed that the plane land in Tallinn, Estonia. He claimed to have an explosive device and said he would detonate it if his demands were not met. Shortly after landing, he demanded to be taken to Western Europe. Several hours later, he released his hostages and surrendered. He explained to authorities that he was seeking political asylum and did not want to land in a Commonwealth of Independent States country. He did not have an explosive device but carried two small gasoline-filled bottles. There were no injuries.

EUROPE



Incidents included in statistics: 11

Incidents not included in statistics: 1

Chronology

March 9	General Aviation—Destruction of Aircraft	Finland
March 9	Mortar Attack—Heathrow Airport	England
March 11	Mortar Attack—Heathrow Airport	England
March 13	Mortar Attack—Heathrow Airport	England
March 21	Hijacking—Meridiana	Italy
May 1	Arson—Frankfurt Airport	Germany
June 21	Robbery—Swiss Air Office	Albania
July 2	General Aviation—Helicopter Hijacking	Belgium to the Netherlands
August 16	Attempted Bombing—Demokritos Airport	Greece
August 24	Explosion—Klagenfurt Airport	Austria *
November 3	Hijacking—Scandinavian Airlines System	Norway
November 6	Arson—Frankfurt Airport	Germany

* Incidents Not Counted in Statistics

March 9, 1994—General Aviation—Destruction of Aircraft—Finland

During the early morning hours, a twin-engine Cessna 310 aircraft was completely destroyed by an explosive device. The incident occurred at Malmi Airport, a small airfield in Helsinki that handles mostly cargo and small, private planes. The plane was on the ground and unoccupied when it was destroyed. Insurance fraud is suspected as the motive.



March 9, 1994—Mortar Attack—Heathrow Airport—England

In the first of three attacks over a five-day period, four mortar rounds were fired at Heathrow Airport in London just before 6 p.m. The homemade shells were fired toward the northern runway from launch tubes placed in an automobile parked near the Excelsior Hotel on the airport's perimeter. The car was destroyed in an ensuing fire.

None of the projectiles exploded, and all were recovered. There were no injuries. Approximately one hour before the attack, news agencies and television stations were given warning by callers who provided a recognized Provisional Irish Republican Army (PIRA) codeword. At that time, a search was conducted of the runways and terminals; because no devices were found, incoming and outgoing flights continued. Following the attack and the discovery of the mortar rounds, the north runway was closed. Many outgoing flights were delayed or cancelled, while incoming flights were diverted to other airports.

March 11, 1994—Mortar Attack—Heathrow Airport—England

In a second attack, four mortar rounds were fired toward Heathrow's southern runway and Terminal 4 building. None of the projectiles detonated. The attack occurred at approximately 12:30 a.m. Warning calls began to be received several hours earlier. Again, a PIRA codeword was used. The south runway and Terminal 4 were closed after the attack, but few flights were affected because of the late hour.

The launch tubes used in the attack were found outside the airport perimeter. The device had been placed in the ground and covered by turf.

March 13, 1994—Mortar Attack—Heathrow Airport—England

In the third and final attack, four mortar rounds were fired toward Terminal 4 shortly after 8 a.m. None of the projectiles detonated. Three shells, including one which bounced under a parked KLM aircraft, were found intact on the nearby apron. A fourth shell broke apart; a portion of it landed on the roof of Terminal 4, and fragments were found on a nearby taxiway. There were no injuries. This attack was preceded by telephoned warning calls to several news organizations. A PIRA codeword was used. The launch mechanism for this attack was found approximately 1000 meters away in the ground covered with camouflage.

March 21, 1994—Hijacking—Meridiana—Italy

A passenger claiming to have an explosive device in a bag hijacked Meridiana Flight 1132 shortly after takeoff from Palermo, Sicily. The DC-9 aircraft, with 160 passengers and crew, was en route to Rome. The hijacker was a 67-year-old Sicilian who demanded to speak with officials in order to submit a protest against the Italian Government for "injustices" against him. His demands stemmed from an arrest in 1984. He threatened to commit suicide if his demands were not met.

The aircraft landed as scheduled at Rome's Leonardo da Vinci—Fiumicino Airport and was isolated. After several hours of negotiations, the hijacker released his hostages. He was arrested without incident as he left the plane. The device he carried contained no explosives. There were no injuries.

May 1, 1994—Arson—Frankfurt Airport—Germany

Approximately 50 masked intruders cut a hole in the perimeter fence at Frankfurt International Airport and entered the air operations area. Using Molotov cocktails they set fire to four electrical distribution boxes and two passenger loading ramps. When security personnel and police arrived, the intruders shot steel ball bearings from slingshots and threw rocks and bricks. They then escaped through the hole in the fence. The attackers, suspected left-wing radicals, had disappeared by the time a police helicopter arrived. Approximately \$61,000 damage was caused. Several days later, the incident was applauded in a leftist publication as a "legitimate act" celebrating the "traditional day of revolution."

June 21, 1994—Robbery—Swiss Air Office—Albania

Two men, one armed with a submachine gun, entered the Swiss Air ticket office in Tirane shortly after 1 p.m. and committed a robbery. After disarming a security guard, the two men took money from drawers and a safe. The office director was injured slightly because he took too long to open the safe. None of the approximately 10 customers in the office were robbed. No arrests have been made.

July 2, 1994—General Aviation—Helicopter Hijacking—Belgium to the Netherlands

A man hijacked a helicopter he had chartered from Turnhout, Belgium, for a flight over the Netherlands. When the helicopter was above Scheveningen, Netherlands, the lone passenger pulled a handgun from a bag. He demanded that the helicopter be flown to the Scheveningen prison, apparently as part of a prison escape plan. The helicopter circled the prison as the gunman awaited a signal from below, but the signal never came. The pilot was then ordered to fly to Zoetermeer, Netherlands. The helicopter landed; the hijacker threw the keys away and fled on foot.

August 16, 1994—Attempted Bombing—Demokritos Airport—Greece

An improvised explosive device (IED) was found in a trash can outside the entrance to Demokritos Airport in Alexandroupolis. The device reportedly consisted of ammonium nitrate, shotgun cartridges, and a slow-burning fuse. It may have been designed to make an impression rather than cause injury. The incident coincided with the scheduled arrival by plane of various dignitaries, including Miltiadhis Evert, chairman of a Greek opposition party. A caller to a local television station advised that something would happen when Mr. Evert arrived at the airport. The caller further stated that the “Turks of Western Thrace” were responsible. Authorities located and deactivated the IED as the plane carrying the dignitaries circled the airport. The plane landed without further incident.

August 24, 1994—Explosion—Klagenfurt Airport—Austria *

A “suspicious device”—in actuality a pipe bomb—detonated while being examined at the airport. The device had been found at a school in Klagenfurt and was brought to the airport to be x-rayed to determine its contents. A police officer was seriously injured in the explosion. The pipe bomb reportedly consisted of PVC pipe, approximately five pounds of herbicide and magnesium powder, and a double fuse mechanism with a timer. It may also have contained an anti-tamper mechanism. The device exploded when the police officer picked it up, coincidentally at the same approximate time it was set to detonate.

November 3, 1994—Hijacking—Scandinavian Airlines System—Norway

Scandinavian Airlines System (SAS) Flight SK-347 was hijacked shortly after takeoff from Bardufoss. The McDonnell Douglas MD-80 aircraft, with 120 passengers and six crew members, was on a domestic flight to Oslo (Fornebu Airport) via Bodø. The flight landed as scheduled at Bodø, where 46 passengers and two crew members were released and the plane was refueled. Approximately one hour later, the SAS plane took off, next landing at Gardemoen Airfield, a military/civilian airfield, near Oslo. Four hours later—and seven hours after the incident began—the hijacker surrendered. The remaining hostages were released; there were no injuries. Although the hijacker threatened the crew, he was not armed.

The hijacker was identified as a Bosnian refugee from Sarajevo. His demands were related to the conflict in his country, and he claimed his motives were political rather than terrorist. He

demanded that the Bosnian people receive humanitarian aid, such as food and electricity; he also wanted to speak to various Norwegian leaders. He claimed to have collaborators among the passengers who were armed (there were none). He also said that ten explosive devices placed throughout Norway would explode if his demands were not met. On the hijacker's instructions, a coded number—59—was announced over public radio to avoid one of the devices being detonated.

November 6, 1994—Arson—Frankfurt Airport—Germany

Shortly before 1:00 a.m., unidentified persons caused damage in the vicinity of Runway West at Frankfurt International Airport. These individuals gained access by cutting a chain to a gate on the perimeter fence. Three runway illumination switch boxes and a wooden stand at an old passenger ramp were set afire. Although significant damage occurred, air traffic was not affected. Three Molotov cocktails and two nail-studded carpets were found at the scene. There was no claim of credit.

LATIN AMERICA AND THE CARIBBEAN



Incidents included in statistics: 9

Incidents not included in statistics: 2

Chronology

March 7	Attempted Bombing—Cali Airport	Colombia
May 6	Robbery—Chimbote Airport	Peru *
May 8	Diversion of Aircraft	Cuba to United States *
May 14	Attempted Bombing—Malaga Airport	Colombia
July 17	Bombings—Puerto Asis Airport, Villa Garzon Airport	Colombia (Two Incidents)
July 19	Bombing—Alas Chiricanas Airline Aircraft	Panama
August 7	Hijacking—COPA	Guatemala to Nicaragua
August 29	Hijacking—LATN	Paraguay to Brazil
October 22	Hijacking—TABA	Brazil
December 15	Hijacking—TABA	Brazil

* Incidents Not Counted in Statistics

March 7, 1994—Attempted Bombing—Cali Airport—Colombia

A 30-pound explosive device in a vehicle at Cali International Airport was rendered safe by police. There was no claim of credit. The car bomb may have been placed either by guerrillas or by narcotics traffickers trying to disrupt elections.

May 6, 1994—Robbery—Chimbote Airport—Peru *

What has been termed Peru's "theft of the century" occurred at the Jaime Montreuil Airport in Chimbote. A dozen "criminal elements" reportedly took control of the airport shortly before 8:00 a.m. They held police, airport personnel, waiting passengers, and others at the airport hostage. When an Aerocondor flight arrived with nine passengers, including a Peruvian congressman, the crew and passengers were placed with the other hostages. More than an hour after the airport seizure, an Expresso Aereo flight arrived with \$3.6 million Peruvian soles and \$250,000. The passengers and crew were seized and the money stolen. The thieves then escaped by automobile. Robbery victims claimed the Tupac Amaru Revolutionary Movement was responsible, but police dismissed this suspecting instead an inside job. On May 10, police reported that one arrest had been made and some of the stolen money recovered.

May 8, 1994—Diversion of Aircraft—Cuba to United States *

The pilot of a Cubana Airlines aircraft diverted the plane to Miami International Airport in Florida and requested political asylum. After persuading the co-pilot to leave the flight deck, the pilot locked himself inside alone and changed course. The plane, an Antonov AN-24 aircraft with 23 passengers and crew members, was en route from Havana, Cuba, to Nassau, Bahamas. The pilot was the only person on the aircraft to request asylum. The other crew members—two co-pilots, a mechanic, a security operations agent, and two flight attendants—returned to Cuba with the aircraft several hours after landing. None of the 16 passengers were Cuban citizens; they were released to continue their vacations.

May 14, 1994—Attempted Bombing—Malaga Airport—Colombia

At least five remote-controlled explosive devices were deactivated on the runway at the Malaga Airport in Santander Department. It is suspected that the devices were to be used by National Liberation Army guerrillas in an assassination attempt. The target was to be the governor of Santander Department, who was to arrive at the airport by helicopter. Five suspects were arrested.

July 17, 1994—Bombings—Puerto Asis and Villa Garzon Airports—Colombia (Two Incidents)

In coordinated actions, guerrillas belonging to the Revolutionary Armed Forces of Colombia placed explosive devices at two airports in Putumayo. The runway at the Puerto Asis Airport was

destroyed when three explosive devices detonated. The control tower at the Villa Garzon Airport was also bombed.

July 19, 1994—Bombing—Alas Chiricanas Airline Aircraft—Panama

An Embraer EMB 110 Bandeirante aircraft operated by Alas Chiricanas Airline exploded just after takeoff on a scheduled flight (Number 00901) from France Field in Colon City to Paitilla Airport in Panama City. Twenty-one persons, including crew and passengers, died in this incident. A Middle Eastern terrorist group, Ansar Allah, issued a communique, which has been interpreted as their claiming credit for the bombing. An investigation is under way to determine the perpetrator(s) of this attack.



Removal of Wreckage from Crash Site

August 7, 1994—Hijacking—COPA—Guatemala to Nicaragua

A Salvadoran man claiming to have an explosive device around his waist hijacked a COPA (Compañía Panameña de Aviación) Boeing 737 aircraft. Flight 317 was en route to Panama City, Panama, from Guatemala City, Guatemala, via Managua, Nicaragua. The hijacker demanded to be flown to Mexico, but the pilot convinced him that the plane did not have sufficient fuel and landed the aircraft in Managua. Upon arrival, the hijacker released all 78 passengers. Nicaraguan law enforcement officers dressed in COPA uniforms boarded the aircraft and arrested the hijacker. No weapons or explosives were found. The hijacker allegedly was a former Farabundo Martí National Liberation Front guerrilla seeking political asylum.

August 29, 1994—Hijacking—LATN—Paraguay to Brazil

Three armed individuals seized a LATN (Líneas Aéreas de Transporte Nacional) airliner a few minutes after it departed from Pedro Juan Caballero, Paraguay, on a domestic flight to Asuncion. The hijackers directed the pilot to land at an airstrip near the Brazilian border town of Aral Moreira. They

escaped into a waiting car with approximately \$2 million in cash belonging to the Banco de Paraná. There have been no arrests.

October 22, 1994—Hijacking—TABA—Brazil

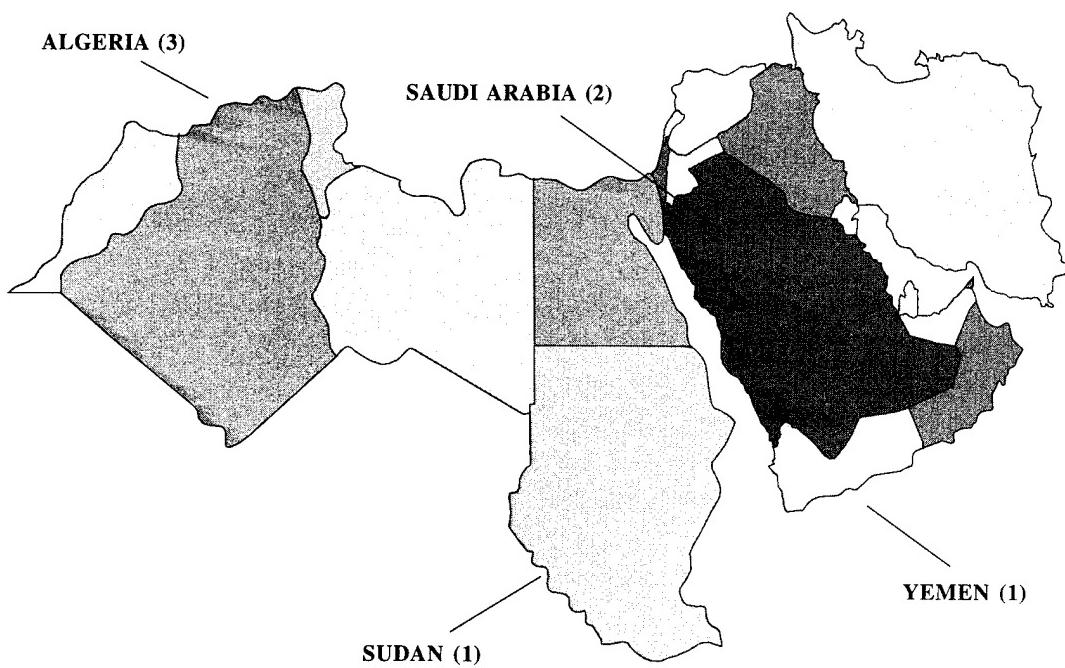
A commercial airliner belonging to Transportes Aereos Da Bacia Amazonica (TABA) with 33 passengers was hijacked by a team of five men carrying shotguns and revolvers. The incident occurred 15 minutes after the plane departed from Itaituba on a domestic flight to Belem. The hijackers forced the pilot of the De Havilland Dash-8 aircraft to return to Itaituba and land with its lights off. The hijackers then unloaded 213 pounds of gold bars worth over (U.S.) \$1 million, put them into waiting vehicles, and fled. There were no reported casualties. No arrests have been made.

December 15, 1994—Hijacking—TABA—Brazil

A TABA commuter aircraft with nine people on board (two crew members and seven passengers) was hijacked by two of the passengers. The Brazilian-made Embraer EMB 110 Bandeirante aircraft was hijacked during a 500-mile trip between Carauari and Manaus, capital of the state of Amazonas. The plane was forced to touch down at a landing strip in Tabatinga, where the five passengers were released. The pilot and co-pilot were then ordered to continue flying to an unknown location. The perpetrators of this hijacking are believed to belong to the Colombian Cali drug cartel. A suspect was arrested by Brazilian authorities at the end of the month.

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MIDDLE EAST AND NORTH AFRICA



Incidents included in statistics: 7

Incidents not included in statistics: 2

Chronology

February 28	Hijacking—Air Algerie	Algeria to Spain
March 8	Hijacking—Saudi Arabian Airlines	Saudi Arabia to Kenya
April 6	Hijacking—Sudan Airways	Sudan to Egypt
April 25	Hijacking—Ethiopian Airlines	Saudi Arabia to Yemen
August 21	Crash—Royal Air Moroc Aircraft	Morocco *
September 14	Hijacking—Alyemda Airlines	Yemen
October 12	Crash—Asseman Airlines Aircraft	Iran *
November 13	Hijacking—Air Algerie	Algeria to Spain
December 24	Commandeering—Air France	Algeria to France

* Incidents Not Counted in Statistics

February 28, 1994—Hijacking—Air Algerie—Algeria to Spain

An Air Algerie domestic flight with 130 people aboard was hijacked to the southern Spanish port of Alicante. Flight 6165 was en route from Oran, in western Algeria, to Annaba, near the Tunisian border when it was hijacked by three Algerian policemen. The plane landed at Alicante Airport, reportedly without the pilot requesting prior clearance. The hijackers, after a period of negotiations with Spanish authorities, released 12 hostages unharmed. The hijackers demanded political asylum and carried handguns throughout the five-hour ordeal. They surrendered to authorities after the aircraft was surrounded by Spanish police. According to officials, the hijackers would not be granted asylum in Spain but would remain in custody pending an investigation.

March 8, 1994—Hijacking—Saudi Arabian Airlines—Saudi Arabia to Kenya

A man with a toy gun and two female accomplices hijacked a Saudi Arabian Airlines Airbus A-300 aircraft with 139 passengers on board and forced it to land in Nairobi, Kenya. The hijacker took control of the aircraft after it took off from Jeddah en route to the Ethiopian capital of Addis Ababa. The passengers and crew, with the exception of the pilot and co-pilot, were released after the plane landed at Nairobi's Jomo Kenyatta International Airport. Negotiations with the hijackers, who demanded the plane be refuelled and flown to Rome, Italy, took place during a total news blackout by Kenyan authorities. After 16 hours, the aircraft was reportedly stormed by members of Kenya's hostage rescue team, the General Service Unit, and the male hijacker was shot and wounded. The three hijackers were reportedly among deportees placed aboard the aircraft by Saudi authorities in Jeddah.

April 6, 1994—Hijacking—Sudan Airways—Sudan to Egypt

A lone gunman hijacked a Sudan Airways Boeing 737 (B-737) aircraft with 93 passengers and six crew members during a domestic flight from Khartoum to Dongola. Armed with both a pistol and a knife, the hijacker forced his way into the cockpit and ordered the pilot to divert to Cairo, Egypt. Egyptian authorities refused to allow the plane to land at Cairo International Airport but directed it 330 miles south to the Egyptian resort area of Luxor. The hijacker reportedly threatened to blow up the plane but surrendered to Egyptian authorities in Luxor about 90 minutes after the plane landed. The young Sudanese hijacker reportedly asked for political asylum in Egypt, stating the deteriorating political and economic conditions in Sudan were unbearable.

April 25, 1994—Hijacking—Ethiopian Airlines—Saudi Arabia to Yemen

An Ethiopian Airlines B-757 aircraft, en route from Jeddah, Saudi Arabia, to Addis Ababa, Ethiopia, was hijacked as it approached Djibouti for a scheduled stop. The hijacker, an Ethiopian man, reportedly used a toy revolver to storm the cockpit and demand that the flight, which had 148 passengers on board, be diverted to London. Authorities in Djibouti refused to allow the plane to land, and it was diverted to Sanaa, Yemen, where it circled for two hours before landing rights were authorized. The hijacker released the passengers, but he continued to hold the pilot and co-pilot hostage

for a period of three hours before surrendering to Yemeni authorities. The hijacker was a lieutenant in the Ethiopian Army and intended to ask for political asylum in London.

August 21, 1994—Crash—Royal Air Moroc Aircraft—Morocco *

Shortly after takeoff from Agadir, Morocco, a Royal Air Moroc aircraft with 40 passengers and four crew members crashed while en route to Casablanca. All on board were killed. Moroccan investigators reportedly concluded that the pilot deliberately disconnected the automatic pilot and directed the aircraft toward the ground to commit suicide. Among the victims were two members of Al-Sabah, Kuwait's ruling family. Initially, an on-board explosion was speculated as being a possible cause for the crash; however, no evidence of this was found.

September 14, 1994—Hijacking—Alyemda Airlines—Yemen

An Alyemda-Democratic Yemen Airlines aircraft on a domestic flight from Aden to Sanaa was hijacked by a Yemeni man with a hand grenade. As the aircraft landed at Sanaa, the hijacker attempted to enter the flight deck of the B-737 aircraft. He demanded to be flown to another location, reportedly Saudi Arabia. Security personnel, who had entered the aircraft through a rear door, overpowered and arrested the hijacker. There were no injuries to the 80 passengers and crew.

October 12, 1994—Crash—Asseman Airlines Aircraft—Iran *

An Asseman Airlines plane crashed into the Karkas Mountains while on a domestic flight from Isfahan to Tehran. All 66 persons on board the Fokker F-28 1000 aircraft were killed. The crash occurred approximately 35 minutes after the plane left Isfahan; wreckage was scattered over a wide area. Media reports have quoted the Iranian Transportation Minister as saying that the plane broke up at 18,000 feet, and an Asseman official reported that "saboteurs" may have been responsible. There is no additional information.

November 13, 1994—Hijacking—Air Algerie—Algeria to Spain

Shortly after a 9:45 a.m. takeoff, an Air Algerie aircraft was hijacked during a domestic flight from Algiers to Ouargla. The twin turboprop Fokker F-27 aircraft carried 34 passengers and four crew members. The three hijackers—Algerian men—reportedly were armed with a hammer and several small knives. They also carried a box which, they stated, contained explosives. The hijackers wanted to be taken to France. The plane was low on fuel, however, and the pilot instead landed at Palma, Mallorca Island, Spain. He had contacted the control tower and declared his situation shortly before 11:00 a.m.

After the plane landed, negotiations were begun by Spanish authorities. The hijackers initially demanded that the plane be refueled and they be allowed to fly to either France or elsewhere in Spain. They then asked for the release of political prisoners in Algeria and a return to democratic government. Several passengers were released in the early afternoon; food and water were later brought on

board the plane. At approximately 7:15 p.m., the hijackers peacefully surrendered. They carried no explosives: the box contained a coffee grinder. The three Algerians asked for political asylum.

December 24, 1994—Commandeering—Air France—Algeria to France

Four armed Algerian men commandeered Air France Flight 8969 while the aircraft was on the ground at Houari Boumediene International Airport in Algiers, Algeria. Wearing Air Algerie uniforms and armed with automatic weapons, hand grenades, and explosives, the four men took control of the Airbus A-300 B-2 aircraft during the boarding process. Two hundred twenty-seven passengers were on board the aircraft at the time of the takeover. The four Algerians were members of the Algerian Armed Islamic Group (AIG). They demanded the release of two Islamic Salvation Front leaders detained in Algeria and permission for the aircraft to depart for an undisclosed location.

AFP



Passengers Escaping from Plane

Algerian authorities allowed the aircraft to depart on December 26, after three passengers were killed and 58 others were released. The plane subsequently landed at Marignane Airport in Marseille, France, where fuel was demanded for the plane to fly to Paris. Following the release of two elderly passengers in exchange for fuel, French counterterrorism forces stormed the plane, killing the four AIG members. Thirteen passengers and three crew members were injured in the assault, and nine police commandos were wounded.

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NORTH AMERICA



Incidents included in statistics: 0

Incidents not included in statistics: 2

Chronology

April 7	Assault—Federal Express Crew	United States *
September 12	Plane Crash—White House Lawn	United States *

* Incidents Not Counted in Statistics

April 7, 1994—Assault on Federal Express Crew—United States *

A lone passenger on board a Federal Express DC-10 cargo aircraft viciously attacked three cockpit crew members during a flight. At the time of the attack, the plane was en route from Memphis, Tennessee, to San Jose, California. The passenger, an off-duty Federal Express crew member (a Second Officer), was seated in one of the courier seats outside the cockpit. Shortly after takeoff, he entered the flight deck and attacked the crew with two hammers. A bloody struggle ensued. The First Officer and Flight Engineer were able to force the attacker out of the cockpit. The pilot, despite being injured, radioed an emergency and safely landed the plane at the Memphis International Airport. Law enforcement and rescue personnel then entered the aircraft. All four persons on board were hospitalized. The pilot was the least severely injured and was released from the hospital the same day. The First Officer and the Flight Engineer received severe head injuries; the attacker was also critically injured in the struggle.

The passenger was scheduled to attend a company disciplinary hearing. A note found on board the plane indicated that he may have planned to commit suicide. Other weapons—a spear gun, a hunting knife, and two more hammers—were found on the plane. The attacker was initially charged with assault but on May 17 was indicted on charges of air piracy. He is currently awaiting trial.

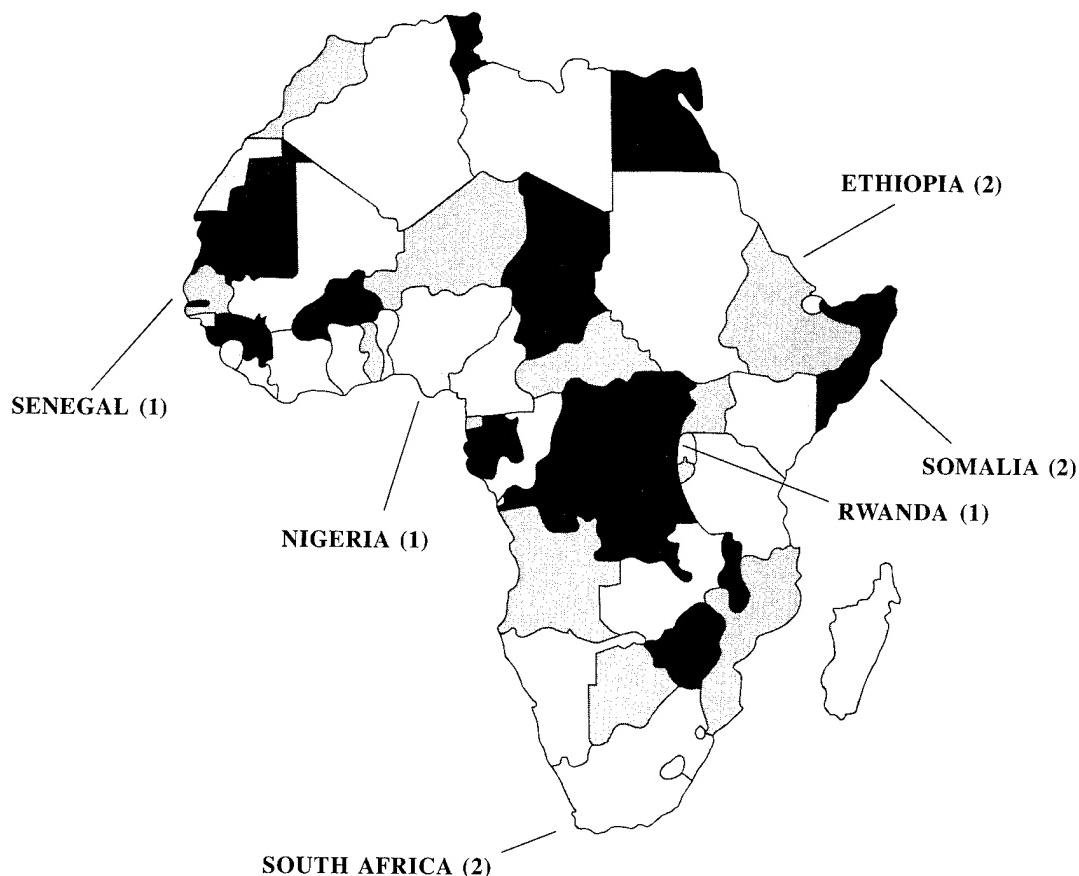
September 12, 1994—Plane Crash on White House Lawn—United States *

At approximately 1:50 a.m., a single-engine Cessna 150 aircraft entered restricted air space around the White House in Washington, D.C. After making a U-turn, the plane flew in low over the White House fence and South Lawn. It then crashed, slid across a driveway, and scraped a tree before skidding to rest, crumpled and overturned, against the White House. The pilot was killed. The President and his family were not in the White House at the time of the incident.

Several hours earlier, the plane was taken without permission from the Harford County Airport in Maryland. Although the reasons for the pilot's actions are unclear, he may have been attempting to land the plane.

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SUB-SAHARAN AFRICA



Incidents included in statistics: 9

Incidents not included in statistics: 0

Chronology

January 23	Hijacking—Ethiopian Airlines	Senegal to Italy
February 9	Hijacking—Ethiopian Airlines	Ethiopia to Djibouti
February 24	Shooting—Charter Aviation Aircraft	Somalia
April 5	Shooting—Helicopter	South Africa
April 7	Shooting—Presidential Aircraft	Rwanda
April 27	Bombing—Johannesburg Airport	South Africa
June 23	Hijacking—Ethiopian Airlines	Ethiopia
November 17	Bombing—Lagos Airport	Nigeria
December 5	Hijacking—Puntavia	Somalia to Yemen

January 23, 1994—Hijacking—Ethiopian Airlines—Senegal to Italy

An Ethiopian Airlines Boeing 757 (B-757) aircraft, en route from Dakar, Senegal, to Bamako, Mali, with 32 passengers and 11 crew members, was hijacked by a man armed with a knife. The hijacker, a former Ethiopian soldier, forced the aircraft to fly over Morocco and the Mediterranean Sea and land at Ciampino Airport in Rome, Italy. Upon landing, the hijacker surrendered after negotiating briefly with authorities. The hijacker stated that his motive was dissatisfaction with unemployment and politics in Ethiopia. No injuries were reported.

February 9, 1994—Hijacking—Ethiopian Airlines—Ethiopia to Djibouti

An Ethiopian Airlines B-737 aircraft, on a domestic flight from Bahir Dar to Addis Ababa with 115 passengers and eight crew members, was hijacked by two Ethiopian students. The hijackers ordered the pilot to refuel in Djibouti in order to fly to Sanaa, Yemen. But authorities in Djibouti refused to refuel the aircraft when it landed. After four hours of negotiation, the hijackers surrendered to authorities. The hijackers, who were not in possession of a real weapon, stated they had hijacked the aircraft in order to seek employment in Europe. No injuries were reported.

February 24, 1994—Shooting—Charter Aviation Aircraft—Somalia

A C-130 cargo aircraft chartered by the Lutheran World Federation was fired upon as it was taxiing for takeoff from a dirt airstrip. The incident occurred at Saco Uen, located to the southwest of Mogadishu. The aircraft had just delivered relief supplies. A gunman, described as a disgruntled worker at the airstrip, fired nine rounds from an assault rifle into the windshield and fuselage of the aircraft. One of four crew members on board the plane was injured in the attack. The crew was safely evacuated by United Nations Operations in Somalia (UNSO) personnel.

April 5, 1994—Shooting—Helicopter—South Africa

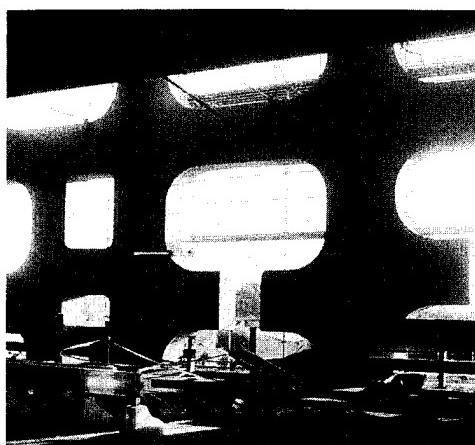
A helicopter carrying a pilot and three passengers was shot down and crashed into a house in Tembisa. Two shots fired from a 9mm handgun damaged the helicopter's fuel filter and caused the crash. All on board suffered injuries. The helicopter was being used to search for the wreckage of a hijacked truck. There was no claim of responsibility for the incident.

April 7, 1994—Shooting—Presidential Aircraft—Rwanda

A Mystere-Falcon executive jet aircraft carrying the presidents of Rwanda and Burundi crashed near Kigali. All ten persons on the aircraft were killed. The plane was en route from Dar es Salaam, Tanzania, where the two leaders had attended regional peace talks. The plane was reportedly shot down by a surface-to-air missile fired by Rwandan Patriotic Front rebels. This incident served as a catalyst for civil war in Rwanda between rival Tutsi (rebel) and Hutu (government) tribes.

April 27, 1994—Bombing—Johannesburg Airport—South Africa

A car bomb exploded at Jan Smuts International Airport in Johannesburg injuring 16 people. The vehicle carrying the explosives was in a parking area opposite the second floor of the international departures area. Nearby buildings, shops, and vehicles were severely damaged from the explosion. There was no claim of responsibility for the incident, but authorities arrested several suspected right-wing militants.



Blast Site at Airport

June 23, 1994—Hijacking—Ethiopian Airlines—Ethiopia

An Ethiopian male attempted to hijack an Ethiopian Airlines domestic flight en route from Gonder to Addis Ababa. The man entered the cockpit of the Avions de Transport Regional ATR-42 aircraft by using a jack handle and demanded to fly to Djibouti or Rome, Italy. The hijacker held a watch and claimed that it was a detonator. The co-pilot and a passenger overpowered the hijacker and tied him to a seat. The aircraft landed safely in Addis Ababa, and no injuries were reported. The hijacker's motive was to seek political asylum.

November 17, 1994—Bombing—Lagos Airport—Nigeria

A small explosion occurred in the arrival terminal of Murtala Mohammed International Airport causing damage to the ceiling and windows. The incident took place on the first anniversary of President Abacha assuming power. There was no claim of credit, and there were no injuries.

December 5, 1994—Hijacking—Puntavia—Somalia to Yemen

Puntavia Flight 811 was hijacked while en route from Berbera, Somalia, to Djibouti, Djibouti, via Borama, Somalia. Puntavia is a regional air carrier, majority-owned by Somalis. Two crew members and four passengers were on board the LET L-410 twin turboprop aircraft. The hijacker, who was accompanied by his wife, demanded to be taken to Jeddah, Saudi Arabia. He carried a hand gre-

nade that allegedly was taken on board the plane by his wife. The plane did not have sufficient fuel to fly to Jeddah, and the pilot obtained permission to land in Aden, Yemen, to refuel. Negotiations were begun by Yemeni authorities. The hijacker released the hostages unharmed; he and his wife were arrested without incident.

FEATURE ARTICLES

COMMANDERING OF AIR FRANCE FLIGHT 8969

On December 24, 1994, four armed Algerians seized control of Air France Flight 8969 at Houari Boumedienne International Airport in Algiers, Algeria. The incident occurred at 11:15 a.m. (local time) as passengers were boarding for a flight to Orly Airport in Paris, France. Two hundred twenty-seven passengers and 12 crew members became hostages on the Airbus A-300 B-2 aircraft.

The gunmen wore Air Algerie uniforms and airport identification badges and entered the airplane via the passenger boarding ramp. Because of the uniforms, there was no panic or undo concern among the passengers. The Algerians announced themselves to be security agents and examined everyone's passport. They then closed and locked the aircraft doors and shouted "Allah is great."

The gunmen were members of the Armed Islamic Group (AIG). They were armed with AK-47 assault rifles and automatic handguns, and they carried hand grenades and explosives. When they took control of the plane, three gunmen entered the cockpit while the fourth kept his AK-47 assault rifle trained on the passengers. To show that they were serious, the gunmen brandished their weapons, hand grenades, and explosives.

The plane, parked several hundred yards from the terminal, was surrounded by security personnel. The gunmen demanded the release of two Islamic Salvation Front (FIS) leaders, Abassi Madani and Ali Belhadj, who were imprisoned in Algeria. Negotiations were conducted between the authorities and the gunmen through the pilot. When the identity of one of the gunmen was established, family members were brought in to plead with him to surrender.

Within three hours of the commandeering, two passengers were shot and their bodies thrown out of the plane. The first victim was an Algerian policeman; the second, a commercial counselor at the Vietnamese Embassy.

The plane remained in Algiers through December 24 and the entire next day. Fifty-eight passengers—mostly women and children—were released at different times. One released hostage reported others on the plane as being panicked and terrified, especially after the two passengers were killed. The hostage said that the gunmen recited Islamic prayers and made the women wear scarves to cover their heads.

After several deadlines set by the gunmen for the release of the two FIS leaders had passed, the demand was dropped. A new demand, however, was made: leave Algiers for an unknown location in France. But Algerian authorities did not intend to allow the plane to leave. The passenger loading ramp was kept in place against the aircraft to prevent departure.

The gunmen demanded that the ramp be moved. They set a deadline for 9:30 p.m., December 25, and said that a French hostage would be shot. When the deadline passed, a cook at the French

Embassy was brought into the cockpit. Despite the hostage's pleas, Algerian authorities refused to remove the loading ramp. The Frenchman was shot and killed, and his body was thrown onto the tarmac.

French authorities followed the events in Algiers from the onset and indicated that they would accept the plane on French soil. When the third hostage was killed, the French insisted that the plane be allowed to leave. Early in the morning of December 26, the plane left Algiers. The plane had been fully fueled when the commandeering occurred. Much of the fuel was used as the plane sat on the tarmac, however, and Algerian authorities refused to refuel it. When the plane departed Algiers, it could only reach as far as southern France.

The plane landed at Marignane Airport in Marseille, France, at approximately 3:30 a.m., December 26. The plane was isolated at the airport and was surrounded by security personnel, including elite Gendarmerie Intervention Unit (GIGN) commandos. Negotiations were begun. The gunmen apparently intended this to be a refueling stop and demanded fuel to reach Paris. The French did not intend for the plane to leave Marseille. They knew that explosives were on board and feared that the plane would be blown up in mid-air over Paris.

The gunmen also requested that food and water be delivered to the plane. During mid-afternoon, several boxes were brought up loading ramp steps and placed outside the closed doors of the plane. Two elderly hostages were then released, apparently in response. Soon after, the plane's engines were started, and the plane moved from its isolated position to within several hundred yards of the main international passenger terminal. Authorities evacuated the airport, apparently anticipating some activity.

Late in the afternoon, the gunmen again demanded that the plane be refueled and allowed to leave. They set a 5:00 p.m. deadline and threatened to kill another hostage. The gunmen had already been told, however, that they would not receive fuel and that they could not leave unless all hostages were released. Shortly after the deadline passed, shots were fired from the plane toward the control tower where French negotiators were located. The GIGN commandos then received the order to act.

The four Algerian gunmen were in the cockpit and responded to the assault by firing their weapons and throwing home-made grenades. The first commandos who entered the front of the plane were wounded. The commando leader later described that the team met with "a wall of gunfire." Live television coverage recorded numerous flashes and explosions, and smoke was seen coming from the cockpit area.

Other commando teams also entered the plane. They deployed emergency chutes and assisted passengers in escaping, while the fire fight was taking place at the front of the plane. The scene, was described by passengers as chaotic: bullets flying, smoke filling the cabin, and explosions.

Approximately 17 minutes after the assault began, the commando leader declared it at an end. Nine GIGN commandos had been wounded. The four Algerian gunmen were killed inside the cockpit. The co-pilot escaped by jumping from a cockpit window and was injured; the navigator and pilot were slightly wounded. Ten other hostages were injured during the evacuation. The plane was extensively damaged: more than 1,000 bullet holes were reportedly counted in the fuselage.

AFP



French Commandos Assaulting Aircraft

Shortly after the assault ended, the AIG claimed credit in a statement to Agence France-Press. The group said that the takeover of the plane was committed to punish "the unconditional political, military and economic aid" that France gives to Algeria's military-backed government. The AIG demanded that France end its support to the Algerian government.

The group also "avenged" the deaths of the four gunmen by claiming responsibility for the killing of four Roman Catholic priests—three Frenchmen, one Belgian—in Tizi-Ouozo, Algeria, on December 27.

MORTAR ATTACKS AT HEATHROW AIRPORT

Between March 9, 1994, and March 12, 1994, twelve home-made mortar projectiles were fired at Heathrow International Airport in London in three separate attacks. The attacks were claimed by the Provisional Irish Republican Army (PIRA). None of the 12 shells detonated; however, several broke apart upon landing, and pieces were found scattered. No injuries resulted from the attacks, but air traffic at the airport was significantly disrupted.

The first attack, which occurred at approximately 6:00 p.m. on March 9, was preceded by telephoned coded PIRA warnings. After receiving the call, authorities, anticipating a bombing, searched for but could not find an explosive device. Air traffic was allowed to continue. The four mortar rounds were fired toward the North runway from a hotel parking lot at the airport's perimeter. A scheduled Concorde flight from New York landed on the runway approximately 17 minutes before the attack.

The noise of the mortar's firing was mistaken for a bomb explosion. It was not until approximately 40 minutes later when the shells were found that a mortar was known to have been used. Twenty-four aircraft are thought to have taken off from the North runway during this time. The runway and several nearby roads were then closed for the night. Outgoing flights were cancelled and incoming flights rerouted; vehicular traffic was backed up for miles.

The mortar, consisting of five launch tubes, had been placed in an automobile; the first tube to fire was designed to blow out the back window. The vehicle and several other cars were destroyed in an ensuing fire. Two of the four rounds impacted the runway. Three of the projectiles were recovered intact, and one was found in pieces.

PRESS ASSOCIATION



Launch Tubes, March 9 Attack

The second attack occurred at approximately 12:30 a.m. on March 11. Four mortar rounds were fired toward Heathrow's South runway and Terminal #4, which is primarily used by British Airways aircraft. As in the first attack, coded warning calls were received prior to the mortar's firing. Authorities found the projectiles after receiving reports of falling objects near the terminal building. All of the projectiles were found intact on the airside of the terminal building. The runway and terminal were immediately closed, but because of the late hour few flights were affected. By mid-morning on March 11, the mortar which fired the shells was located. It was buried in a deep hole and covered with turf and was located approximately 250 yards from the target. The mortar was similar in design to the first launch tube.

The third attack took place at approximately 8:10 a.m. on March 13. Warning calls were received approximately two hours before the attack. The North and South runways were closed; departing flights were delayed and arrivals diverted. Since nothing had happened and no projectiles were found, the runways were reopened shortly after 8:00. A few minutes later, explosions—the sounds of mortar fire—were heard. Three of the rounds impacted in front of Terminal #4, and a fourth projectile was found on its roof. The South Runway was closed and the terminal evacuated. Although none of the projectiles detonated, one bounced upon impact and rolled under a parked KLM aircraft. Another shell broke apart and pieces were found on the roof of Terminal #4.

The launch site and mortar base were found in a camouflaged hole, three-to-four feet deep. The mortar was located approximately 60 to 70 yards beyond a perimeter fence.

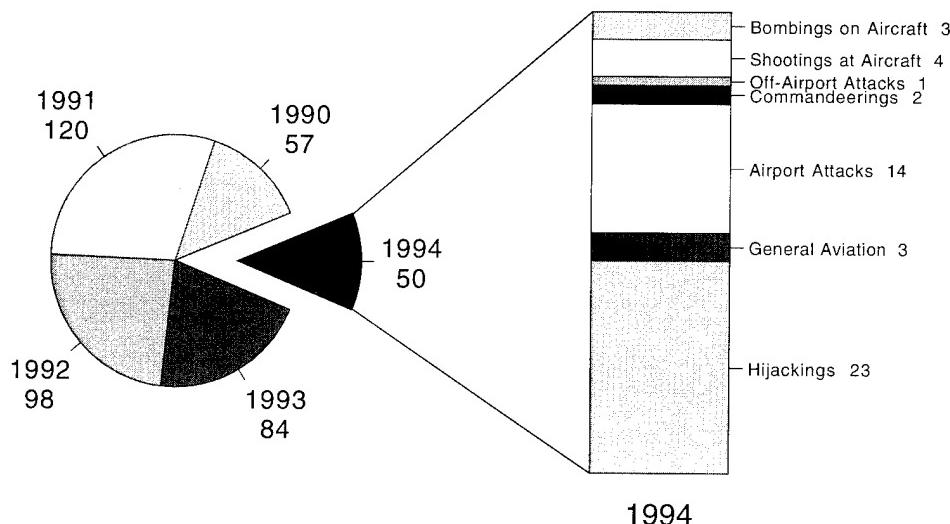
Later that evening, both Heathrow and London's Gatwick airports were closed because of telephoned bomb threats. The callers ordered runways and terminals cleared at both airports. The calls, however, were apparent hoaxes. After approximately two hours, the airports were reopened to air traffic.

The mortar attacks caused no injuries and did little damage to civil aviation assets. No arrests have been made.

TRENDS
1990–1994

Introduction

Five Year Summary Worldwide Civil Aviation Incidents 1990-1994



This section contains an examination of trends for the five-year period 1990–1994. Significant incidents involving civil aviation are separated into one of the following categories¹:

- “Hijackings of Civil Aviation Aircraft,”
- “Commandeerings of Civil Aviation Aircraft,”
- “Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft,”
- “Shootings at In-Flight Aircraft,”
- “Attacks at Airports,”

¹ Where necessary, an explanation for these categories can be found in the first paragraph of the categories’ five-year summary.

- “Off-Airport Facility Attacks,” and
- “Incidents Involving General Aviation/Charter Aviation.”

Charts are included to present a visual perspective of these incidents.

In 1994, for the third consecutive year, fewer incidents were recorded than in the previous year. There were 50 incidents recorded in 1994, 84 in 1993, 98 in 1992, and 120 in 1991. The 50 incidents in 1994 also represent the lowest number of incidents in the 5-year period.

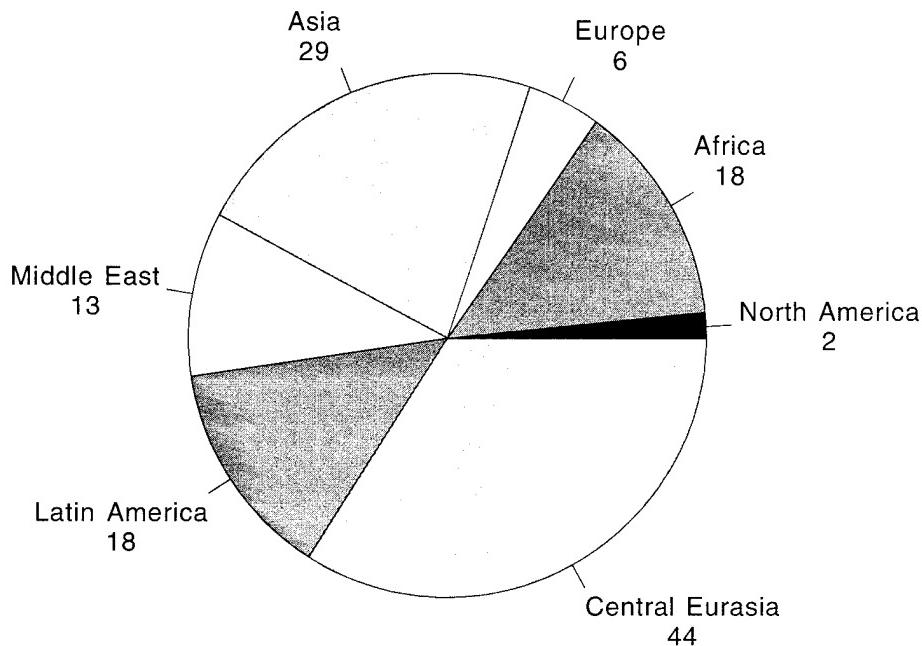
In 1994, there were decreases in the number of incidents in all categories except two: (1) **Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft** and (2) **Commandeerings**. In the first category, explosive devices detonated on board two aircraft, and an attempt was made to place a device on a third plane. These are the first incidents to be recorded in this category since 1991. Twenty-two people were killed in the two bombings. In the second category that did not show a decrease, two commandeering incidents occurred. This is the same number that was recorded in 1993. One of the 1994 incidents—the Air France commandeering in December—was especially noteworthy. This incident ended 54 hours after it began when the four gunmen who had seized control of the plane were killed.

The category with the most significant decrease between 1994 and 1993 is **Off-Airport Facility Attacks**. Just one attack of this type was recorded in 1994, whereas 20 attacks occurred in 1993 and 50 in 1992. There was also a 55% decrease in the number of **Shootings at Aircraft** incidents between 1994 (4 incidents) and 1993 (9 incidents). One of the incidents in 1994 was a leading factor in causing a civil war in Rwanda.

The **Hijacking** category had the greatest number of incidents in 1994. Twenty-three incidents were recorded, but this was still a decrease of approximately 22% from the previous year. In 1994, no single country or region was particularly conspicuous for the number of hijackings committed.

The number of incidents in most of the other categories remained relatively unchanged from 1993 to 1994. There were three fewer **Airport Attacks** (14) and two fewer **General/Charter Aviation** incidents (3) than in 1993.

Hijackings of Civil Aviation Aircraft



HIJACKINGS OF CIVIL AVIATION AIRCRAFT 1990 - 1994 130 INCIDENTS

An incident is a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, when its doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers), by one or more of the following criterion: the act involves the use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, prewritten note, more than one hijacker, etc.). Hijacking incidents involving general aviation or charter aircraft are not included in this category.

During the past five years, 130 hijackings of civil aviation aircraft have been recorded worldwide. The greatest number of incidents (40) during this five-year period occurred in 1990; the fewest (12) in 1992. The 23 hijackings in 1994 were the second lowest yearly total during the past five years. Most of the 130 hijackings between 1990 and 1994 took place on board domestic flights; only 19 international (or non-domestic) flights were hijacked, including seven in 1994. The highest percentage

of hijackings in 1994 (26%, six incidents) occurred in the Middle East and North Africa geographic region.

The other 17 hijacking incidents in 1994 were divided fairly evenly throughout the rest of the world. Five hijackings were recorded in Asia, 12 fewer than in 1993. Four incidents occurred in Latin American/the Caribbean in 1994, compared to one hijacking in 1993. Four incidents were also recorded in sub-Saharan Africa, the same number as in the previous year. Europe and Central Eurasia each recorded two hijackings; in 1993, two and three incidents, respectively, were recorded in these regions.

Four of the 1994 hijackings occurred in China—the most for any one country. Each of these incidents was committed for the purpose of going to Taiwan. Several countries—Algeria, Brazil, Ethiopia, Russia, and South Africa—had two hijackings recorded each. More than half of the hijacked flights in 1994 were diverted to another country.

Between 1990 and 1994, approximately 56% of the 130 hijackings occurred in just three countries: Russia/Soviet Union (42 incidents), China (19 incidents), and Ethiopia (12 incidents). In all but a few of these instances, the hijackers wanted to be taken to another country to seek asylum.

- Thirty-seven of the 42 incidents in Russia/Soviet Union occurred before December 1991, when the Soviet Union officially ceased to exist. Since then, just five hijackings have occurred in Russia.
- Of the 19 hijackings in China since 1990, 13 took place in 1993. These were the first hijackings recorded in China since December 1990. Most of the hijackers demanded to be taken to Taiwan. Twelve of the 19 hijacked flights, including two in 1994, were diverted to Taiwan.
- In Ethiopia, eight of the 12 hijacked flights in the past five years were diverted outside the country, mostly to neighboring states. Five of the hijackings occurred in 1992; two were recorded in 1994.

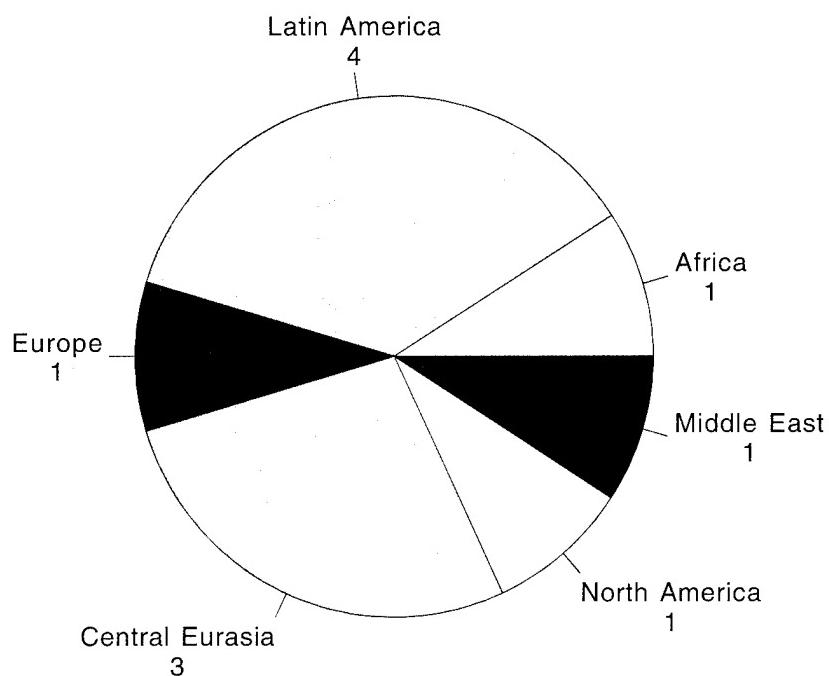
Within the past five years, 44 hijackings in Central Eurasia account for approximately one-third of all 130 hijacking incidents. All but two of these occurred in Russia/Soviet Union. Twenty-nine incidents in Asia account for approximately 22% of the total, with China (19 incidents) and India (6 incidents) having the most incidents in the region. In Latin America and the Caribbean, 18 hijackings account for approximately 14% of the total, with Colombia having the most incidents (4) in that region. Sub-Saharan Africa also had 18 hijackings, with Ethiopia accounting for 12 incidents. Hijackings in the Middle East/North Africa (13 incidents), Europe (6 incidents), and North America (2 incidents) range from a high of 10% to a low of 1.5% of the five-year total. No hijackings have been recorded in the United States or on board U.S. air carriers since 1991. One incident was recorded each year in 1990 and 1991.

Hijackings have occurred for a variety of reasons during the past five years. Some of these motivations include political asylum, repatriation to a homeland, political demands, narcotics, prisoner escape, and extortion. Terrorist or insurgent groups were involved in less than 5% of the hijackings

since January 1990. The most noteworthy terrorist/insurgency group hijacking since 1990 was the March 1991 seizure of Singapore Airlines Flight 117. Four persons claiming to be members of the Pakistan People's Party seized the aircraft; however, the Party denied any connections to the hijackers.

One hundred forty-six persons (hostages, crew, and hijackers) have been killed and approximately 70 injured as a result of hijacking incidents between 1990 and 1994. The greatest number of casualties, 128 deaths and 53 injuries, occurred in China. On October 2, 1990, a Xiamen Airlines flight was hijacked and crashed upon landing at Baiyun Airport in Guangzhou.

Commandeerings of Civil Aviation Aircraft



COMMANDERINGS OF CIVIL AVIATION AIRCRAFT 1990 - 1994 11 INCIDENTS

Commandeering incidents occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which

become airborne. The criteria for determining a commandeering, as distinguished from other on board situations, are the same as those concerning a hijacking. Commandeering incidents involving general aviation or charter aircraft are not included in this category.

Eleven civil aviation aircraft have been involved in commandeerings between 1990 and 1994. Four incidents were reported in 1992, the most in the five-year period, and two commandeerings occurred in 1994. Of the 11 incidents, the aircraft remained on the ground in six.

The most noteworthy commandeering of the five-year period occurred on December 24, 1994. In this incident, four gunmen seized an Air France plane in Algiers, Algeria and took it to Marseille, France. The incident ended after more than two days when French commandos stormed the plane and killed the gunmen.

Three of the remaining 10 commandeerings either occurred in the United States or involved U.S.-registered aircraft. Most recently, in February 1993, a Missionary Flight International aircraft was commandeered in Haiti and flown to the United States. In other incidents in 1990, a man armed with a small knife attempted to commandeer an American Airlines (AAL) aircraft in Charleston, South Carolina, and armed Haitian soldiers commandeered an AAL aircraft in Haiti.

Shootings at In-Flight Aircraft

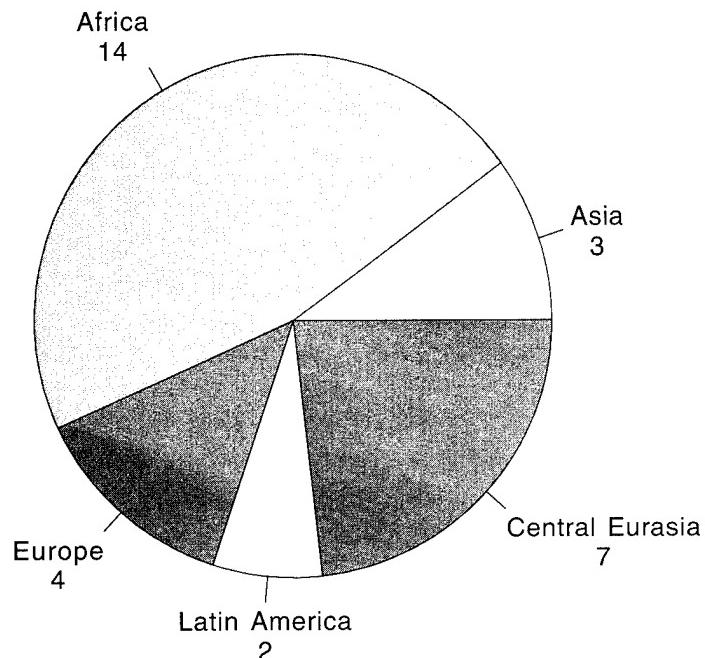
These incidents include acts in which in-flight aircraft are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This listing does not include all incidents of this type, especially those involving small arms fire, but only incidents judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties.

Attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted. Attacks against both commercial and general aviation aircraft are included in this category.

Thirty incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Eight crashes have resulted from these attacks in which approximately 225 persons were killed. Most incidents, and the second highest number of fatalities, occurred in 1991 when 10 attacks and 63 deaths were recorded. Most fatalities (109), and the second highest number of incidents (9), occurred in 1993. In 1994, four incidents resulted in 11 deaths. The most noteworthy incident in 1994 occurred in Rwanda. The presidents of Rwanda and Burundi were killed in the crash, and the shoot-down was a pivotal factor in the civil war which followed in Rwanda.

Sub-Saharan Africa was the site of fewer than one-half of the attacks (13 of 30) between 1990 and 1994. Antigovernment rebels either are credited with or believed responsible for the majority of

these incidents. Nine of these attacks were reported in Angola: four each year in 1991 and 1993, and one in 1992. Four incidents were also recorded in the Republic of Georgia, located in Central Eurasia, in 1993.



SHOOTINGS AT IN-FLIGHT AIRCRAFT 1990 - 1994 30 INCIDENTS

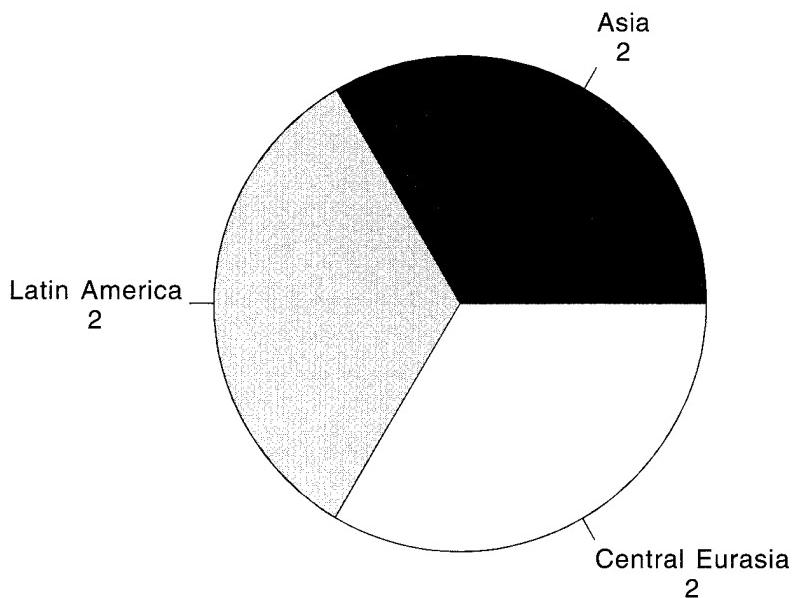
Nearly half of the approximately 225 fatalities occurred on consecutive days in September 1993. Two passenger aircraft were shot down while landing at Sukhumi Airport in the Republic of Georgia. All 28 persons on board died in the first incident, and 80 of a reported 110 passengers were killed in the second crash. The 80 fatalities represents the greatest number of fatalities in a single incident during the five-year period.

Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft

Between 1990 and 1994, three bombings, two attempted bombings, and one shooting incident occurred on board civil aviation aircraft. Three incidents of this type were recorded in 1994; the most recent previous incident took place in March 1991.

Explosive devices detonated on board two in-flight aircraft in 1994. An Alas Chiricanas Airline plane crashed in July, killing all on board; in December, a Philippines Airlines plane landed safely, although a passenger was killed in the explosion. These incidents marked the first acts of bombing an in-flight aircraft since Avianca Flight 203 on November 27, 1989, in Colombia. In the third incident in 1994, an attempt was made to place an explosive device on an Orbi Georgian Airways plane in Central Eurasia.

One other in-flight bombing occurred in the five-year period. In March 1991, a thrown firebomb ignited on board a domestic Aeroflot flight, but the aircraft landed safely. There were no injuries.

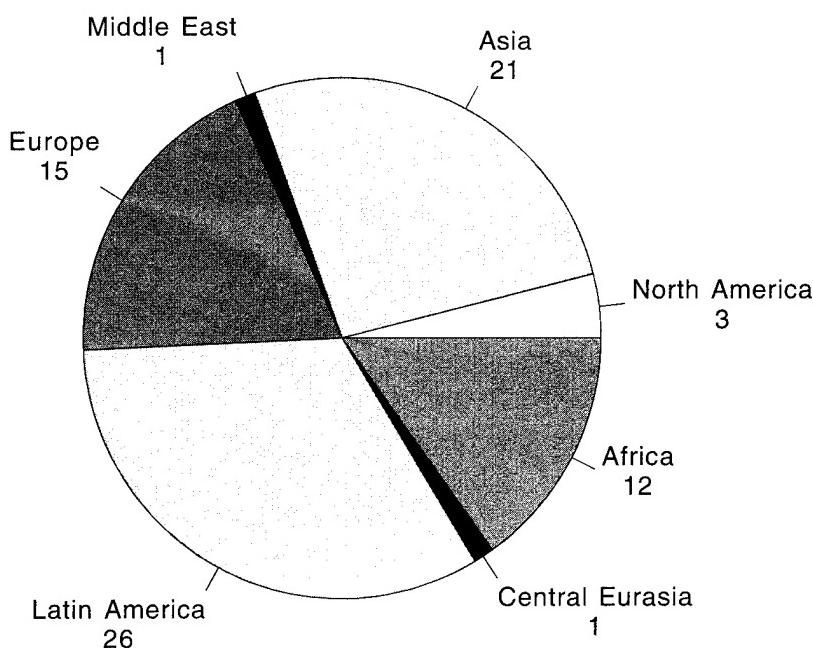


**BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS
ON BOARD CIVIL AVIATION AIRCRAFT 1990 - 1994
6 INCIDENTS**

Among other incidents, an attempt was made to place an explosive device on an All Nippon Airways flight between Okinawa and Japan in October 1990. In addition, an in-flight shooting occurred in April 1990, when a Colombian presidential candidate was assassinated on board an Avianca aircraft. The assassin was killed by the candidate's bodyguard, and there were no other injuries.

Attacks at Airports

Seventy-nine attacks have been recorded at airports throughout the world during the past five years. These attacks have included 28 bombings; 19 attempted bombings; and 32 shootings, shellings (such as mortar attacks), arsons, and similar incidents. Fourteen incidents were recorded in 1994, three less than in 1993 and the fewest number since 1990 (6 incidents). The most incidents in the five-year period (27) were recorded in 1991; 15 incidents occurred in 1992. At least 30 persons have been killed and more than 180 injured in attacks at airports between 1990 and 1994.



ATTACKS AT AIRPORTS 1990 - 1994
79 INCIDENTS

There is no apparent reason for the sharp increase in the number of incidents from 1990 to 1991. It does not appear that Operation Desert Storm was a significant factor, however, as this was not claimed as motivation. Similarly, there is no explanation for the 45% decrease in incidents from 1991 to 1992.

The majority of attacks during the five-year period occurred in Latin America (26 incidents). Twenty-one incidents were recorded in Asia, 15 in Europe, and 12 in sub-Saharan Africa. Elsewhere, three incidents took place in North America; Central Eurasia and the Middle East/North Africa each had one incident.

Between 1990 and 1994, twelve incidents, the most for any single country, were recorded in Colombia; Peru was second with nine incidents. Five incidents were recorded in the Philippines.

In the most lethal airport attack, at least 15 persons were killed and 17 wounded when Pakistani forces attacked rebels who had seized Saidu Sharif Airport in November 1994. In another significant incident, 12 persons died and 126 others were injured when an explosive device detonated at Houari Boumediene International Airport in Algiers, Algeria, in August 1992.

Six of the 14 attacks in 1994 took place in Europe: three were in England, two in Germany, and one in Greece. Four incidents occurred in the Latin America/Caribbean geographic area, and two each were in sub-Saharan Africa and Asia. The three attacks in England were the most significant of 1994. In these attacks, 12 home-made mortar rounds were fired at London's Heathrow Airport. The Provisional Irish Republican Army claimed credit. Fortunately, none of the projectiles detonated, and there were no injuries.

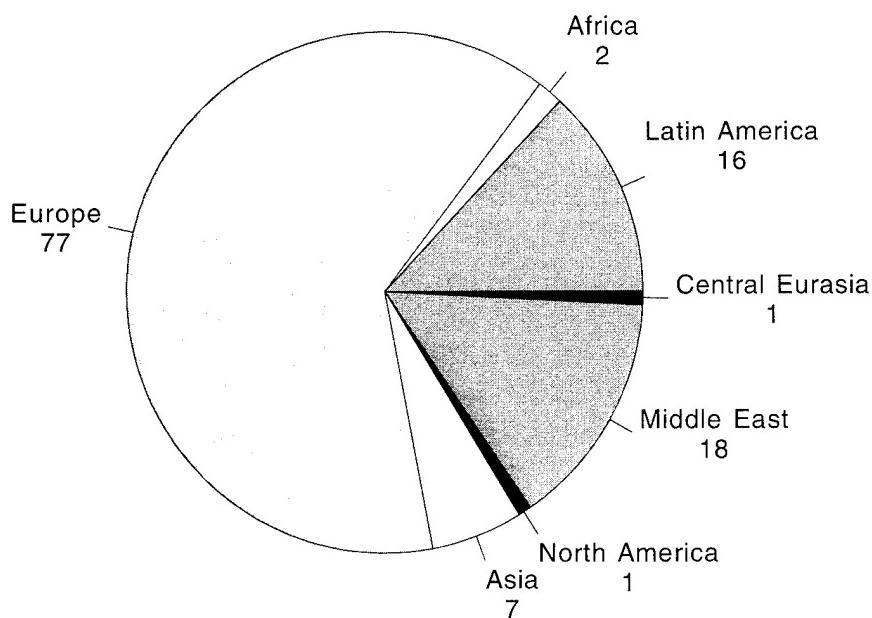
Off-Airport Facility Attacks

Within the past five years, 122 off-airport facility attacks have been recorded. These incidents include attacks against airline ticket offices, air navigation aid equipment, and other civil aviation assets. One incident was recorded in 1994. Between 1991 and 1993, 117 attacks occurred: 47 in 1991, 50 in 1992, and 20 in 1993. Four incidents were recorded in 1990.

During the five-year period, 77 of the 122 attacks occurred in Europe, 18 took place in the Middle East/North Africa, and 16 were in Latin America. Thirty incidents were recorded in Germany, the most for any one country, and 12 were recorded in Algeria and Colombia.

Most of the incidents during the past five years have been attacks against ticket offices. Since 1991, ticket offices have been targeted in 98 instances. These attacks mostly include bombings (explosive or incendiary devices), attempted bombings, arsons, assaults, occupations, and hostage takings. The single incident in 1994 was a robbery of a Swiss Air Office in Albania.

Turkish Airlines (THY) was the target of the majority of airline ticket office attacks since 1991. THY offices were involved in 52 of the 97 incidents between 1991 and 1993. Kurdish separatists are likely responsible for most of the attacks. These incidents include 20 bombings or attempted bombings. All but one of the 52 attacks against THY offices occurred in Europe; 26 took place in Germany.



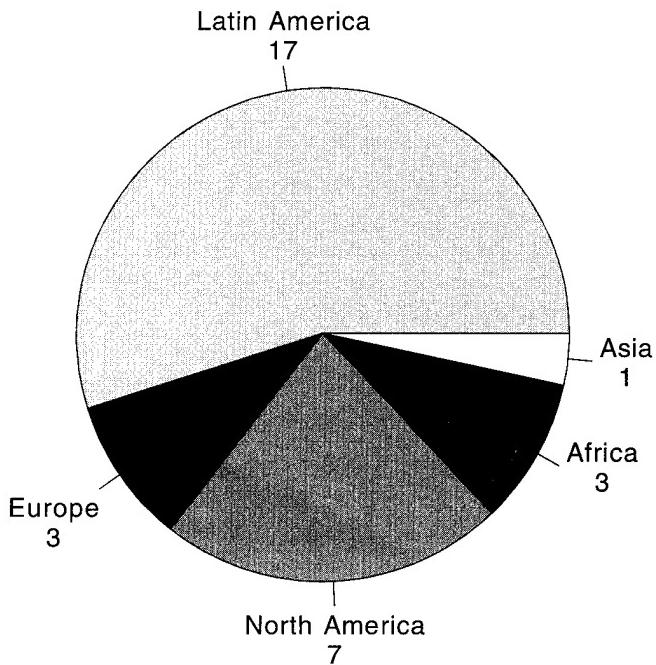
OFF-AIRPORT FACILITY ATTACKS 1990 - 1994 122 INCIDENTS

The most recent attack against the facilities of a U.S. air carrier was in 1992. Smoke bombs and firecrackers were thrown at a Trans World Airways office in Paris, France, during a demonstration.

Incidents Involving General Aviation/Charter Aviation

During the past five years, 31 incidents involving general or charter aviation interests have been recorded. Included among these was one bombing incident at an airport. In addition, 13 aircraft were hijacked, 11 were commandeered, and six were deliberately damaged or destroyed. The fewest number of incidents (3) occurred in both 1990 and 1994; the greatest number (10) was recorded in 1991 and 1992. There were five incidents recorded in 1993.

The three incidents in 1994 occurred in different countries: hijackings were committed in Belgium and Indonesia, and a plane was destroyed in Finland.



INCIDENTS INVOLVING GENERAL AVIATION/CHARTER AVIATION INTERESTS 1990 - 1994 31 INCIDENTS

Nearly half of the incidents between 1990 and 1994 took place in two countries: Colombia and the United States (including Puerto Rico). Eight incidents (two hijackings, four commandeerings, and two destruction of aircraft) occurred in Colombia, and six incidents (two hijackings, two destruction of aircraft, a commandeering, and an airport bombing) took place in the United States. Three incidents were also recorded in Somalia.

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APPENDICES AND CHARTS

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Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1990–1994

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of Hijack- ers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination/ Objective</i>
01-16-90	America West	B-737	Houston, TX/ Las Vegas, NV	1 Male	Screened	Explosive	Fake	Cuba
02-10-91	Southwest Airlines	B-737	Oakland, CA/ Austin, TX	1 Male	Screened	Explosive	Alleged	Cuba
1992	None							
1993	None							
1994	None							

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Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
01–03–90	LATN	Cessna 402	Asuncion/(unknown), Paraguay	Unknown
01–26–90	Iran Air	B-727	Shiraz/Bandar Abbas, Iran	Iraq or Israel
04–18–90	Aeroflot	TU-134	Moscow/Leningrad, USSR	Lithuania, USSR
05–29–90	Military	AN-26	Mogadishu/Hargessa, Somalia	Djibouti
06–08–90	Aeroflot	TU-154	Minsk/Murmansk, USSR	Sweden
06–19–90	Aeroflot	TU-134	Riga/Murmansk, USSR	Finland
06–24–90	Aeroflot	TU-134	Tallinn/Lvov, USSR	Finland
06–28–90	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06–30–90	Aeroflot	TU-154	Lvov/Leningrad, USSR	Sweden
07–04–90	Aeroflot	TU-134	Sochi/Rostov, USSR	Turkey
07–05–90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
07–05–90	Aeroperlas	Twin Otter 300	Colon/Panama City, Panama	Colombia
07–10–90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	France
07–12–90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	Sweden
07–18–90	Aeroflot	TU-134	Odessa/Sukhumi, USSR	Turkey
07–23–90	Aeroflot	TU-134	Riga/Murmansk, USSR	Sweden
08–16–90	Ethiopian Airlines	Unknown	Unknown	Yemen
08–19–90	Aeroflot	TU-154	Neryungri/Yakutsk, USSR	Pakistan
08–30–90	Aeroflot	AN-2	Voronezh/(Unknown), USSR	Afghanistan
08–30–90	Aeroflot	YAK-42	Moscow/Voronezh, USSR	Germany
09–02–90	Aeroflot	Unknown	Przhevalsk/Frunze, USSR	South Africa

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
09-13-90	India Airlines	B-737	Coimbatore/Madras, India	Sri Lanka
09-25-90	Aeroflot	Unknown	Leningrad/Archangelsk, USSR	Sweden
10-02-90	Xiamen Airlines	B-737	Xiamen/Guangzhou, China	Taiwan
10-05-90	Aeroflot	YAK-40	Novgorod/Petrozavodsk, USSR	Finland
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-07-90	Aeroflot	AN-24	Perm/Archangelsk, USSR	Sweden
11-10-90	Thai International Airways	A-320	Rangoon, Burma/ Bangkok, Thailand	India
11-12-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
11-15-90	Aeroflot	TU-134	Leningrad/Moscow, USSR	Finland
11-16-90	Aeroflot	TU-134	Tallinn/Moscow, USSR	Sweden
11-29-90	Aeroflot	TU-134	Moscow/Sykyvkar, USSR	Iraq
12-02-90	Aeroflot	TU-154	Murmansk/Leningrad, USSR	USSR
12-06-90	CAAC	Unknown	Guangzhou/Quingdao, China	Unknown
12-11-90	Aeroflot	YAK-40	Baku/Tbilisi, USSR	Turkey
12-21-90	Aeroflot	TU-154	Rostov/Nizhnevartovsk, USSR	United States
12-24-90	Aeroflot	IL-86	Moscow/Sochi, USSR	England
12-28-90	Air Algerie	B-737	Ghardaia/Algiers, Algeria	Unknown
01-07-91	Faucett	DC-8	Trujillo/Lima, Peru	Unknown
01-21-91	Aeroflot	TU-154	Tashkent/Odessa, USSR	Turkey; landed Bulgaria
02-13-91	Aeroflot	TU-134	Tbilisi/Moscow, USSR	Turkey
03-04-91	Aeroflot	AN-24	Arkhangelsk/Leningrad, USSR	Sweden

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
03-06-91	TABA	Unknown	Unknown/Manaus, Brazil	Unknown
03-14-91	Aeroflot	YAK-42	Moscow/Naberezhnye, USSR	Unknown
03-26-91	Singapore Airlines	A-310	Kuala Lumpur, Malaysia/Singapore	Australia
03-28-91	Aeroflot	TU-134	Arkhangelsk/Kaliningrad, USSR	Sweden
03-31-91	Air Algerie	B-737	Bechar/Algiers, Algeria	Political Demand
04-29-91	Aeroflot	TU-154	Barnaul/Moscow, USSR	United States
06-13-91	Aeroflot	TU-154	Rostov/Moscow, USSR	Persian Gulf
06-17-91	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06-30-91	Somali Airlines	Unknown	Unknown, Djibouti/Mogadishu, Somalia	Unknown
08-20-91	San Martin Airlines	Unknown	Caqueta/Meta, Colombia	Unknown
09-07-91	SATENA	Cessna-208	Bogota/San Jose de Guaviare, Colombia	Unknown
09-19-91	Alitalia	DC-9	Rome, Italy/Tunis, Tunisia	Algeria
10-11-91	Bolivian Air Force	Cessna-206	Rurrenabaque/Trinidad, Bolivia	Unknown
10-16-91	Ethiopian Airlines	DHC-6	Debre Markos/Bahir Dar, Ethiopia	Djibouti
10-21-91	Czechoslovak Airlines	TU-134	Bratislava/Prague, Czechoslovakia	Libya
11-09-91	Aeroflot	TU-154	Mineralnyye Vody/Ekaterinburg, USSR	Turkey
11-13-91	Aeroflot	TU-154	Irkutsk/St. Petersburg, USSR	Great Britain
11-25-91	Unknown	Unknown	Unknown/Unknown, Papua New Guinea	Theft of Cargo
11-25-91	Ethiopian Airlines	B-737	Addis Ababa/Dire Dawa, Ethiopia	Djibouti
01-31-92	Aerotaxi	Cessna Caravan	Panama City/El Porvenir, Panama	Colombia

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
02–05–92	Ethiopian Airlines	DHC–6	Addis Ababa/Bahir Dar, Ethiopia	Djibouti
03–12–92	Aerotaxi	B–N 2A–6	El Porvenir/Panama City, Panama	Unknown
04–01–92	Ethiopian Airlines	B–727	Dire Dawa/Addis Ababa, Ethiopia	Yemen
04–12–92	Ethiopian Airlines	B–727	Addis Ababa/Unknown, Ethiopia	Kenya
05–16–92	Aerotaca	Twin Otter	Bogota/Bucaramanga, Colombia	Theft of Equipment
06–07–92	Aeroflot	TU–154	Grozny/Moscow, Russia	Turkey
08–13–92	Lvov Air Transport Enterprises	TU–154	Simferopol/Lvov, Ukraine	Iraq
08–28–92	Ethiopian Airlines	B–727	Addis Ababa/Bahir Dar, Ethiopia	Italy
09–04–92	Ethiopian Airlines	B–727	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
09–04–92	Vietnam Airlines	A–310	Bangkok, Thailand/Ho Chi Minh City, Vietnam	Release Leaflets
12–29–92	AeroCaribbean	AN–26	Havana/Varadero Beach, Cuba	United States
01–22–93	Indian Airlines	Unknown	Lucknow/New Delhi, India	Political Demands
02–11–93	Lufthansa	A–310	Frankfurt, Germany/Addis Ababa, Ethiopia	United States
02–20–93	Aeroflot	TU–134	Tjumen/St. Petersburg, Russia	United States
03–12–93	Ethiopian Airlines	ATR–42	Gambela/Addis Ababa, Ethiopia	Djibouti
03–27–93	Indian Airlines	A–320	New Delhi/Madras, India	Pakistan
04–06–93	China Southern Airlines	B–757	Shenzen/Beijing, China	Taiwan
04–10–93	Indian Airlines	B–737	Lucknow/New Delhi, India	Educational Demands

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
04-18-93	Inter-continental de Aviacion	DC-9	Arauca/Bogota, Colombia	Political Demand
04-24-93	Indian Airlines	B-737	Srinagar/New Delhi, India	Afghanistan
06-24-93	Xiamen Airlines	B-737	Changzhou/Xiamen, China	Taiwan
07-04-93	Royal Swazi Airways	F-28	Maputo, Mozambique/Manzini, Swaziland	Mauritius
07-25-93	Ethiopian Airlines	B-757	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
08-10-93	Air China	B-767	Beijing, China/Jakarta, Indonesia	Taiwan
08-14-93	Aeroflot	TU-154	Moscow/St. Petersburg, Russia	Sweden
08-15-93	KLM	B-737	Tunis, Tunisia/Amsterdam, Netherlands	United States/Political Demands
08-27-93	Alyemda Airlines	B-737	Ar-Riyan/Al-Ghaydah, Yemen	Kuwait
09-15-93	Aeroflot	TU-134	Baku, Azerbaijan/Perm, Russia	Norway
09-30-93	Sichuan Airlines	TU-154	Jinan/Guangzhou, China	Taiwan
10-22-93	Egypt Air	Unknown	Cairo, Egypt/Sanaa, Yemen	Yemen
10-25-93	Nigerian Airways	A-310	Lagos/Abuja, Nigeria	Germany
11-05-93	Xiamen Airlines	B-737	Guangzhou/Xiamen, China	Taiwan
11-08-93	Zhejiang Airlines	A-300	Hanzhou/Fuzhou, China	Taiwan
11-12-93	China Northern Airlines	MD-82	Changchun/Fuzhou, China	Taiwan
11-27-93	China Eastern Airlines	F-100	Nanjing/Fuzhou, China	Taiwan

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
11-29-93	Iran Air	F-27	Gachsaran/Ahvaz, Iran	Kuwait
12-08-93	China Northern Airlines	MD-82	Qingdao/Fuzhou, China	Taiwan
12-10-93	Air France	A-320	Paris/Nice, France	Libya
12-12-93	Xiamen Airlines	B-737	Harbin/Xiamen, China	Taiwan
12-28-93	Fujian Airlines	YUN-7	Ganzhou/Xiamen, China	Taiwan
12-28-93	Air China	Unknown	Beijing, China/New York, USA	Taiwan
12-28-93	Xiamen Airlines	B-727	Ningbo/Xiamen, China	Taiwan
01-13-94	Indian Airlines	Unknown	Madras/Calicut, India	Political
01-23-94	Ethiopian Airlines	B-757	Dakar, Senegal/Bamako, Mali	Italy
01-29-94	China East Airlines	Unknown	Shanghai/Hanzhou, China	Taiwan
02-09-94	Ethiopian Airlines	B-737	Bahir Dar/Addis Ababa, Ethiopia	Europe/Political Asylum
02-18-94	China Southwest Airlines	B-737	Changsha/Fuzhou, China	Taiwan
02-28-94	Air Algerie	Unknown	Oran/Annaba, Algeria	Spain/Political Asylum
03-08-94	Saudi Arabian Airlines	A-300	Jeddah, Saudi Arabia/Addis Ababa, Ethiopia	Kenya
03-21-94	Meridiana	DC-9	Palermo/Rome, Italy	Speak with Officials
04-06-94	Sudan Airways	B-737	Khartoum/Dongola, Sudan	Egypt/Political Asylum
04-25-94	Ethiopian Airlines	B-757	Jeddah, Saudi Arabia/Addis Ababa, Ethiopia	England
06-07-94	China Southern Airlines	B-737	Fuzhou/Guangzhou, China	Taiwan

Foreign-Registered Air Carrier Hijacking Chronology 1990–1994—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
06-23-94	Ethiopian Airlines	ATR-42	Gonder/Addis Ababa, Ethiopia	Europe/Political Asylum
08-07-94	COPA	B-737	Panama City, Panama/ Guatemala City, Guatemala	Mexico/Political Asylum
08-29-94	LATN	Unknown	Pedro Juan Caballero/ Asuncion, Paraguay	Brazil/Theft of Money
09-14-94	Alyemda Airlines	B-737	Aden/Sanaa, Yemen	Saudi Arabia
10-22-94	LATN	Dash-8	Itaituba/Belem, Brazil	Theft of Gold
10-25-94	Rostov Aviation Enterprises	YAK-40	Ashgabad, Turkmenistan/ Rostov, Russia	Money/Fly to Iran
11-03-94	Scandinavian Airlines System	MD-80	Bardufoss/Oslo, Norway	Political
11-13-94	Air Algerie	F-27	Algiers/Ouargla, Algeria	France
11-24-94	Komiavia	TU-134	Syktyvkar, Russia/Minsk, Belarus	Europe/Political Asylum
12-05-94	Puntavia	LET-410	Berbera, Somalia/Djibouti, Djibouti	Saudi Arabia
12-15-94	TABA	EMB-100	Carauari/Manaus, Brazil	Unknown
12-23-94	Tongyong Airlines	YAK-42	Xiamen/Nanjing, China	Taiwan

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Appendix C

Bombings² Aboard Aircraft Chronology 1990–1994

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
1990	None			
03-18-91	Aeroflot	IL-86	Moscow/ Novokuznetsk, USSR	Incendiary device thrown in-flight; plane landed safely
1992	None			
1993	None			
07-17-94	Alas Chiricanas Airline	EMB-110	Colon City/ Panama City, Panama	Bomb in cabin area; explosion in- flight; plane crashed; 21 killed
12-11-94	Philippines Airlines	B-727	Manila, Philippines/Tokyo, Japan	Bomb in cabin area; one person killed; plane landed safely

² Includes both explosive devices and incendiary devices.

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Appendix D

Chronology of Significant Acts Against Civil Aviation In 1994 By Date

January 13	Hijacking—Indian Airlines	India
January 23	Hijacking—Ethiopian Airlines	Senegal to Italy
January 29	Hijacking—China East Airlines	China
February 9	Hijacking—Ethiopian Airlines	Ethiopia to Djibouti
February 18	Hijacking—China Southwest Airlines	China to Taiwan
February 24	Shooting at Charter Aviation Aircraft	Somalia
February 28	Hijacking—Air Algerie	Algeria to Spain
March 7	Attempted Bombing—Cali Airport	Colombia
March 8	Hijacking—Saudi Arabian Airlines	Saudi Arabia to Kenya
March 9	General Aviation—Destruction of Aircraft	Finland
March 9	Mortar Attack at Heathrow Airport	England
March 11	Mortar Attack at Heathrow Airport	England
March 13	Mortar Attack at Heathrow Airport	England
March 21	Hijacking—Meridiana	Italy
March 23	Attempted Bombing—Don Muang Airport	Thailand
April 5	Shooting at Helicopter	South Africa
April 6	Hijacking—Sudan Airways	Sudan to Egypt
April 7	Shooting at Presidential Aircraft	Rwanda
April 25	Hijacking—Ethiopian Airlines	Saudi Arabia to Yemen
April 27	Bombing—Johannesburg Airport	South Africa
May 1	Arson—Frankfurt Airport	Germany
May 14	Attempted Bombing—Malaga Airport	Colombia
May 26	Charter Aviation—Hijacking Garuda Airlines	Indonesia to Vietnam
June 7	Hijacking—China Southern Airlines	China to Taiwan

Appendix D

Chronology of Significant Acts Against Civil Aviation In 1994 By Date—Continued

June 21	Robbery of Swiss Air Office	Albania
June 23	Hijacking—Ethiopian Airlines	Ethiopia
July 2	General Aviation—Helicopter Hijacking	Belgium to Netherlands
July 17	Bombings—Puerto Asis Airport, Villa Garzon Airport (Two incidents)	Colombia
July 19	Bombing of Alas Chiricanas Airline Aircraft	Panama
August 7	Hijacking—COPA	Guatemala to Nicaragua
August 16	Attempted Bombing—Demokritos Airport	Greece
August 29	Hijacking—LATN	Paraguay to Brazil
September 6	Attempted Bombing of Orbi Georgian Airways Aircraft	Georgia
September 9	Shooting at Cessna Aircraft	Cambodia
September 14	Hijacking—Alyemda Airlines	Yemen
October 22	Hijacking—TABA	Brazil
October 25	Hijacking—Rostov Aviation Enterprises	Turkmenistan to Russia
October 27	Commandeering—Aeroflot	Russia
November 3	Hijacking—Scandinavian Airlines System	Norway
November 3	Attack—Saidu Sharif Airport	Pakistan
November 6	Arson—Frankfurt Airport	Germany
November 13	Hijacking—Air Algerie	Algeria to Spain
November 17	Bombing—Lagos Airport	Nigeria
November 24	Hijacking—Komiavia	Russia to Estonia
December 5	Hijacking—Puntavia	Somalia to Yemen
December 11	Bombing of Philippines Airlines Aircraft	Philippines
December 15	Hijacking—TABA	Brazil
December 23	Hijacking—Tongyong Airlines	China
December 24	Commandeering—Air France	Algeria to France

Appendix E

Chronology of Significant Acts Against Civil Aviation In 1994 By Category

HIJACKINGS

January 13	Indian Airlines	India
January 23	Ethiopian Airlines	Senegal to Italy
January 29	China East Airlines	China
February 9	Ethiopian Airlines	Ethiopia to Djibouti
February 18	China Southwest Airlines	China to Taiwan
February 28	Air Algerie	Algeria to Spain
March 8	Saudi Arabian Airlines	Saudi Arabia to Kenya
March 21	Meridiana	Italy
April 6	Sudan Airways	Sudan to Egypt
April 25	Ethiopian Airlines	Saudi Arabia to Yemen
June 7	China Southern Airlines	China to Taiwan
June 23	Ethiopian Airlines	Ethiopia
August 7	COPA	Guatemala to Nicaragua
August 29	LATN	Paraguay to Brazil
September 14	Alyemda Airlines	Yemen
October 22	TABA	Brazil
October 25	Rostov Aviation Enterprises	Turkmenistan to Russia
November 3	SAS	Norway
November 13	Air Algerie	Algeria to Spain
November 24	Komavia	Russia to Estonia
December 5	Puntavia	Somalia to Yemen
December 15	TABA	Brazil

Appendix E

Chronology of Significant Acts Against Civil Aviation In 1994 By Category—Continued

December 23	Tongyong Airlines	China
COMMANDERINGS		
October 27	Aeroflot	Russia
December 24	Air France	Algeria to France
GENERAL AVIATION/CHARTER AVIATION		
March 9	Destruction of Aircraft	Finland
May 26	Charter Aviation Hijacking—Garuda Airlines	Indonesia to Vietnam
July 2	Helicopter Hijacking	Belgium to Netherlands
AIRPORT ATTACKS		
March 7	Attempted Bombing—Cali Airport	Colombia
March 9	Mortar Attack at Heathrow Airport	England
March 11	Mortar Attack at Heathrow Airport	England
March 13	Mortar Attack at Heathrow Airport	England
March 23	Attempted Bombing—Don Muang Airport	Thailand
April 27	Bombing—Johannesburg Airport	South Africa
May 1	Arson—Frankfurt Airport	Germany
May 14	Attempted Bombing—Malaga Airport	Colombia
July 17	Bombings—Puerto Asis Airport, Villa Garzon Airport (Two Incidents)	Colombia
August 16	Attempted Bombing—Demokritos Airport	Greece
November 3	Attack—Saidu Sharif Airport	Pakistan
November 6	Arson—Frankfurt Airport	Germany
November 17	Bombing—Lagos Airport	Nigeria
SHOOTINGS AT IN-FLIGHT AIRCRAFT		
February 24	Charter Aviation	Somalia

Chronology of Significant Acts Against Civil Aviation In 1994 By Category—Continued

April 5	Helicopter	South Africa
April 7	Presidential Aircraft	Rwanda
September 9	Cessna	Cambodia
OFF-AIRPORT FACILITY ATTACKS		
June 21	Robbery of Swiss Air Office	Albania
BOMBINGS, ATTEMPTED BOMBINGS, SHOOTINGS ON IN-FLIGHT AIRCRAFT		
July 19	Bombing—Alas Chiricanas Airline	Panama
September 6	Attempted Bombing—Orbi Georgian Airways	Georgia
December 11	Bombing—Philippines Airlines	Philippines
INCIDENTS NOT COUNTED³		
April 7	Assault—Federal Express Crew	United States
May 6	Robbery—Chimbote Airport	Peru
May 8	Diversion of Aircraft	Cuba to United States
August 21	Crash—Royal Air Moroc Aircraft	Morocco
August 24	Explosion—Klagenfurt Airport	Austria
September 12	Plane Crash—White House Lawn	United States
October 12	Crash—Asseman Airlines Aircraft	Iran
December 12	Attack—Narita Airport Housing Complex	Japan

³These incidents are not counted in the statistics for 1994. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these were the only incidents of this type that occurred.

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Appendix F

Total Incidents, 1990–1994

	1994	1993	1992	1991	1990
Civil Aviation					
Hijackings	23	31	12	24	40
Commandeerings	2	2	4	1	2
Bombings/Shootings/Attempted Bombings	3	0	0	1	2
General/Charter Aviation	3	5	10	10	3
Airport Attacks	14	17	15	27	6
Off-Airport Attacks	1	20	50	47	4
Shootings at Aircraft	4	9	7	10	0
Totals	50	84	98	120	57
Incidents Not Counted	8	13	15	13	2

Incidents By Category

	1994	1993	1992	1991	1990	Totals
Hijackings						
Asia	5	17	1	2	4	29
Central Eurasia/USSR	2	3	2	10	27	44
Europe	2	2	0	2	0	6
Latin America/Caribbean	4	1	4	5	4	18
Middle East/North Africa	6	4	0	1	2	13
North America	0	0	0	1	1	2
Sub-Saharan Africa	4	4	5	3	2	18
Commandeerings						
Central Eurasia/USSR	1	1	1	0	0	3
Europe	0	0	0	1	0	1
Latin America/Caribbean	0	1	2	0	1	4
Middle East/North Africa	1	0	0	0	0	1
North America	0	0	0	0	1	1
Sub-Saharan Africa	0	0	1	0	0	1
Bombings/Attempted Bombings/Shootings						
Central Eurasia/USSR	1	0	0	1	0	2
Asia	1	0	0	1	0	2
Latin America/Caribbean	1	0	0	0	1	2

Appendix F

Incidents By Category—Continued

	1994	1993	1992	1991	1990	Totals
General Aviation						
Asia	1	0	0	0	0	1
Europe	0	0	1	2	0	3
Latin America/Caribbean	2	3	4	6	2	17
North America	0	2	3	2	0	7
Sub-Saharan Africa	0	0	2	0	1	3
Airport Attacks						
Asia	2	12	3	2	2	21
Central Eurasia/USSR	0	1	0	0	0	1
Europe	6	0	1	7	1	15
Latin America/Caribbean	4	3	6	10	3	26
Middle East/North Africa	0	0	1	0	0	1
North America	0	0	0	3	0	3
Sub-Saharan Africa	2	1	4	5	0	12
Off-Airport Facility Attacks						
Asia	0	2	3	2	0	7
Central Eurasia/USSR	0	1	0	0	0	1
Europe	1	14	31	28	3	77
Latin America/Caribbean	0	0	9	6	1	16
Middle East/North Africa	0	2	6	10	0	18
North America	0	0	1	0	0	1
Sub-Saharan Africa	0	1	0	1	0	2
Shootings at Aircraft						
Asia	1	0	2	0	0	3
Central Eurasia/USSR	0	4	3	0	0	7
Europe	0	0	1	3	0	4
Latin America/Caribbean	0	1	0	1	0	2
Sub-Saharan Africa	3	4	1	6	0	14

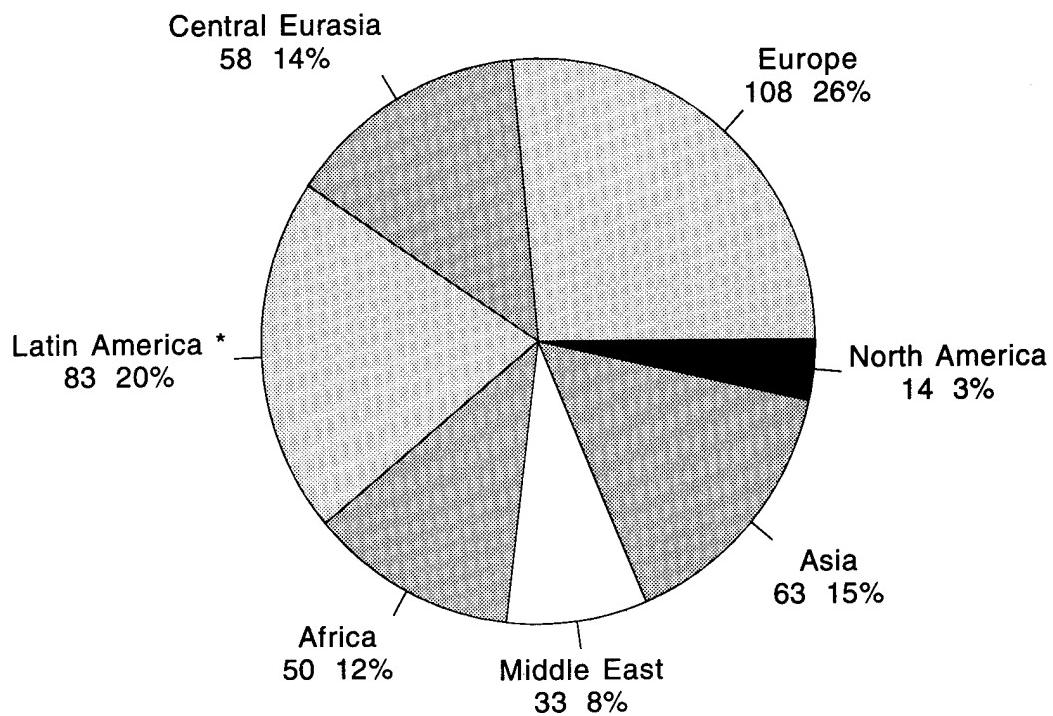
Appendix F

Incidents By Region

	1994	1993	1992	1991	1990	Totals
Asia						
Airport Attacks	2	12	3	2	2	21
Bombings on Aircraft	1	0	0	0	1	2
General Aviation	1	0	0	0	0	1
Hijackings	5	17	1	2	4	29
Off-Airport Attacks	0	2	3	2	0	7
Shootings at Aircraft	1	0	2	0	0	3
Central Eurasia/USSR						
Airport Attacks	0	1	0	0	0	1
Bombings on Aircraft	1	0	0	1	0	2
Commandeerings	1	1	1	0	0	3
Hijackings	2	3	2	10	27	44
Off-Airport Attacks	0	1	0	0	0	1
Shootings at Aircraft	0	4	3	0	0	7
Europe						
Airport Attacks	6	0	1	7	1	15
Commandeerings	0	0	0	1	0	1
General Aviation	2	0	1	2	0	5
Hijackings	2	2	0	2	0	6
Off-Airport Attacks	1	14	31	28	3	77
Shootings at Aircraft	0	0	0	1	3	4
Latin America and the Caribbean						
Airport Attacks	4	3	6	10	3	26
Bombings on Aircraft	1	0	0	0	1	2
Commandeerings	0	1	2	0	1	4
General Aviation	0	3	4	6	2	15
Hijackings	4	1	4	5	4	18
Off-Airport Attacks	0	0	9	6	1	16
Shootings at Airport	0	1	0	1	0	2
Middle East and North Africa						
Airport Attacks	0	0	1	0	0	1
Commandering	1	0	0	0	0	1
Hijackings	6	4	0	1	2	13
Off-Airport Attacks	0	2	6	10	0	18
North America						
Airport Attacks	0	0	0	3	0	3
Commandeerings	0	0	0	0	1	1
General Aviation	0	2	3	2	0	7
Hijackings	0	0	0	1	1	2
Off-Airport Attacks	0	0	1	0	0	1

Appendix F**Incidents By Region—Continued**

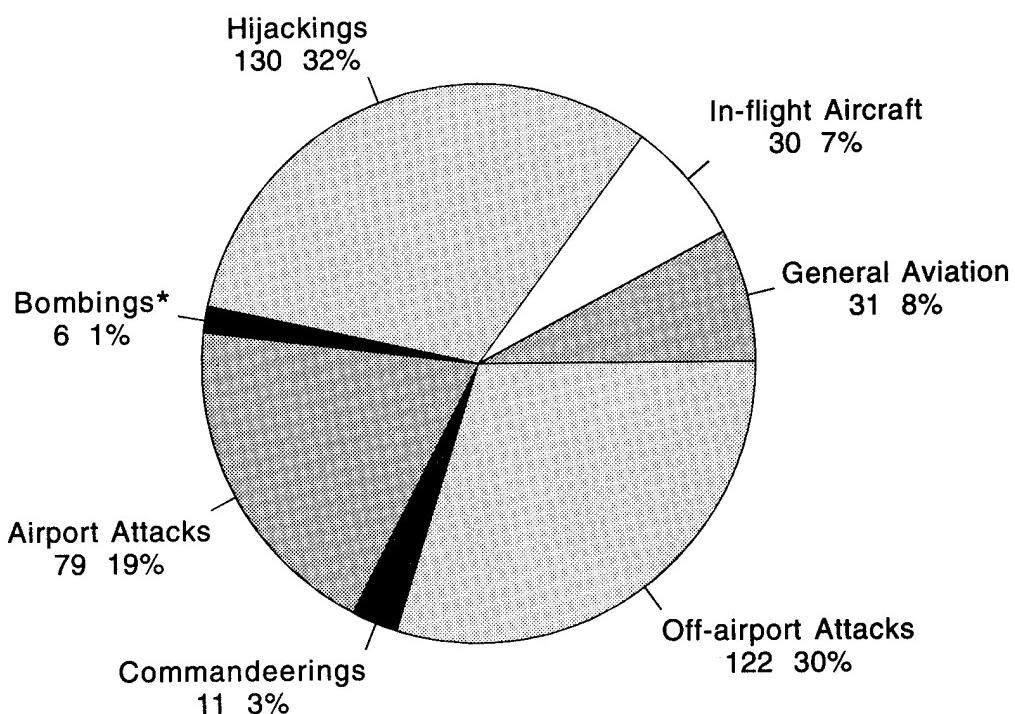
	1994	1993	1992	1991	1990	Totals
Sub-Saharan Africa						
Airport Attacks	2	1	4	5	0	12
Commandeerings	0	0	1	0	0	1
General Aviation	0	0	2	0	1	3
Hijackings	4	4	5	3	2	18
Off-Airport Attacks	0	1	0	1	0	2
Shootings at Aircraft	3	4	1	6	0	14
Asia	10	31	9	6	7	63
Central Eurasia/USSR	4	10	6	11	27	58
Europe	11	16	33	41	7	108
Latin America/Caribbean	9	9	25	28	12	83
Middle East/North Africa	7	6	7	11	2	33
North America	0	2	4	6	2	14
Sub-Saharan Africa	9	10	13	15	3	50
Total					409	



INCIDENTS AGAINST AVIATION BY GEOGRAPHIC REGION 1990 - 1994

409 INCIDENTS * Also includes Central America and the Caribbean

Note: Total percentage exceeds 100% because of rounding

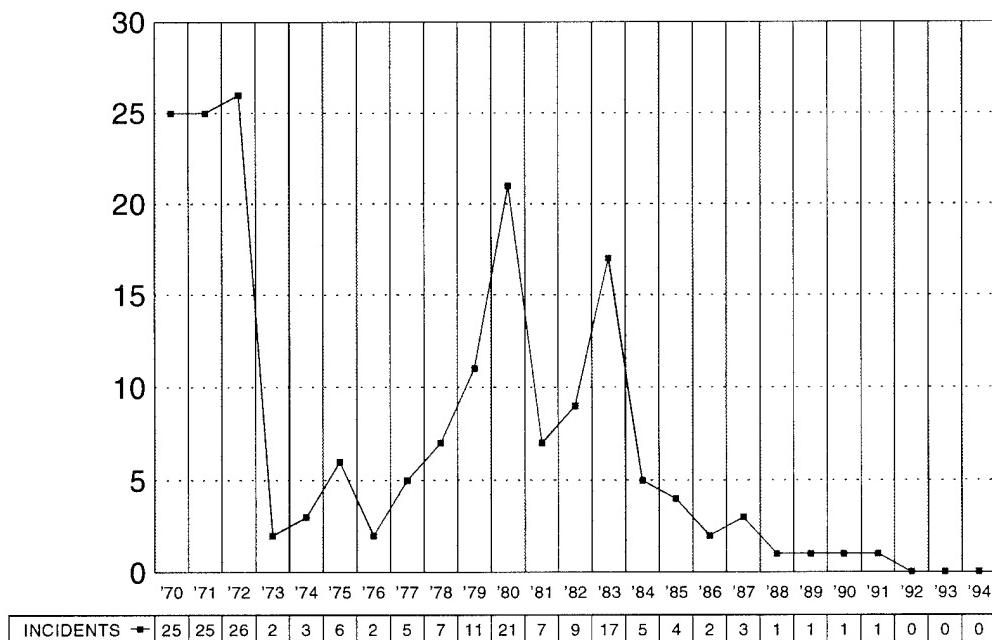


INCIDENTS AGAINST AVIATION BY CATEGORY 1990 - 1994

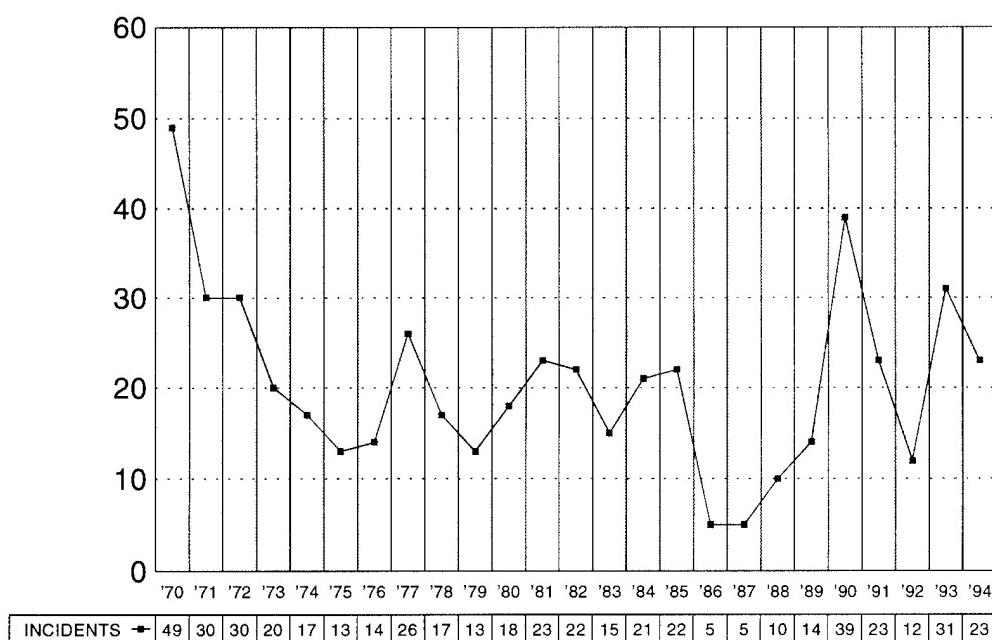
409 INCIDENTS *Also includes attempted bombings and shootings on board aircraft

Note: Total percentage is less than 100% because of rounding

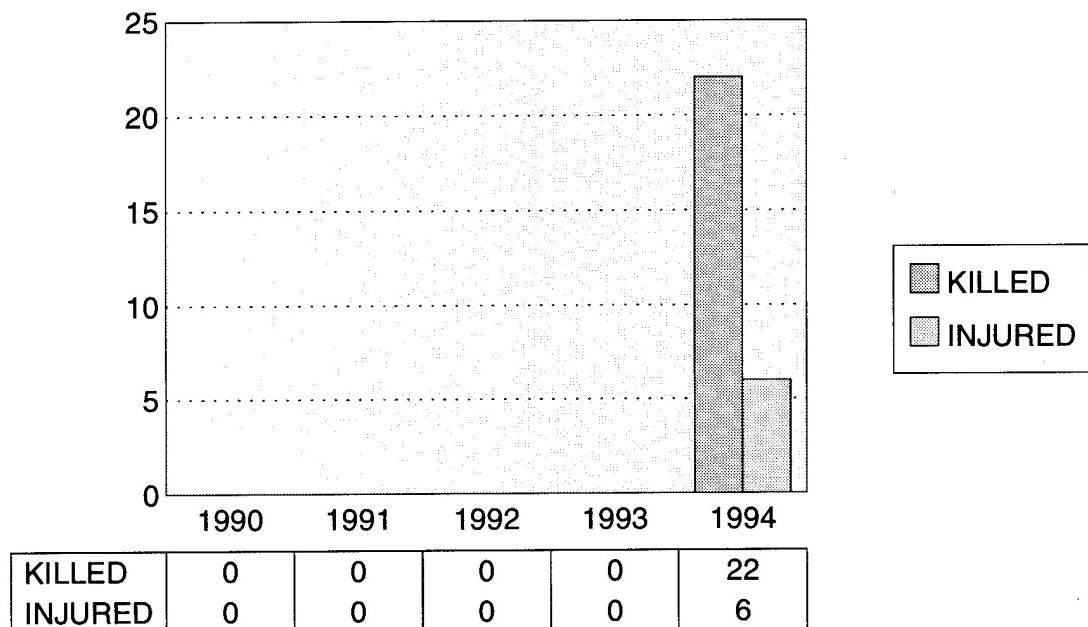
U.S. AIR CARRIER HIJACKINGS 1970 - 1994



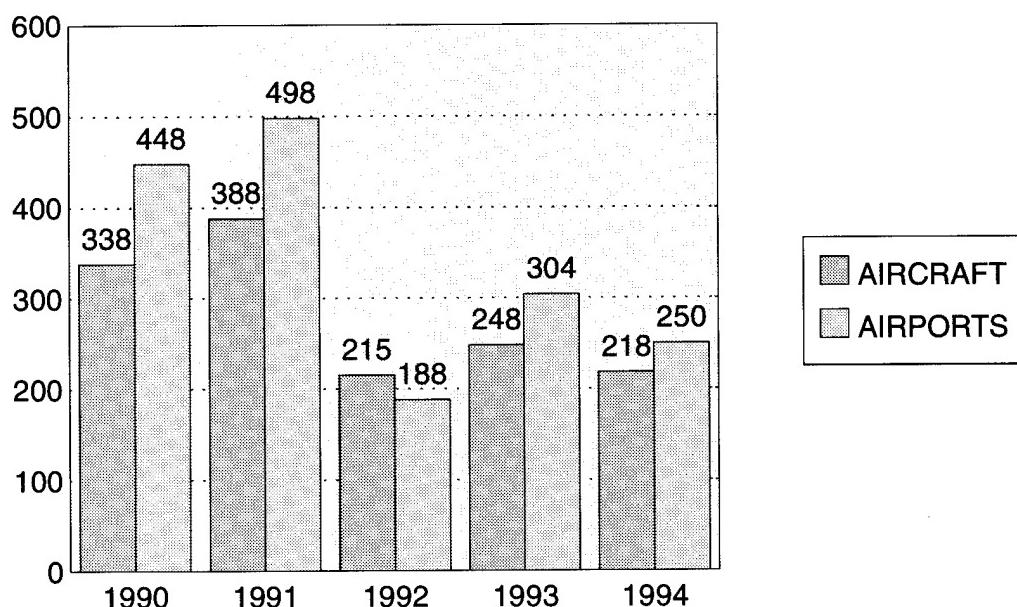
FOREIGN-REGISTERED AIR CARRIER HIJACKINGS 1970 - 1994



CASUALTIES CAUSED BY EXPLOSIONS ABOARD AIR CARRIER AIRCRAFT 1990 - 1994



BOMB THREATS AGAINST U.S. AIRCRAFT AND AIRPORTS 1990 - 1994



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Glossary of Abbreviations/Acronyms

AAL	American Airlines
AIG	Armed Islamic Group
ASG	Abu Sayyaf Group
B-757	Boeing 757 (aircraft)
COPA	Compañía Panameña de Aviación
FIS	Islamic Salvation Front
GATT	General Agreement of Tariffs and Trade
GIGN	Gendarmerie Intervention Unit
IED	Improvised Explosive Device
LATN	Líneas Aéreas de Transporte Nacional
PAL	Philippines Airlines
PIRA	Provisional Irish Republican Army
SAS	Scandinavian Airlines System
TABA	Transportes Aereos Da Bacia Amazonica
THY	Turkish Airlines
UN SOM	United Nations Operations in Somalia

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CRIMINAL ACTS AGAINST CIVIL AVIATION PRODUCT SURVEY

Date You Received the Product? _____

PLEASE CHECK THE APPROPRIATE BOX

	Poor	Fair	Good	Excellent
Relevance of the Product to Your Work				
Timeliness of Information				
Clarity of Information				
Overall Assessment				

What aspects of the product did you find most useful? _____

PLEASE SUGGEST HOW THE PRODUCT MIGHT BE IMPROVED

ANY ADDITIONAL COMMENTS

NAME: (Optional) _____

AGENCY/CORPORATION: _____

Fax completed survey to: ACI-200, (202)-488-7119

or

Fold, staple and mail (address on reverse)

AFFIX
STAMP
HERE

FEDERAL AVIATION ADMINISTRATION
OFFICE OF CIVIL AVIATION SECURITY INTELLIGENCE
800 INDEPENDENCE AVENUE S.W./ROOM 322
WASHINGTON D.C. 20591